LIVING IN CARLINGFORD – VISITING CARLINGFORD RRDF PROJECT

Environmental Impact Assessment Screening Report

MTG0610
F01
12 April 2023

rpsgroup.com

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Final	KD	CR	MF	12.04.23

Approval for issue

MF	12 April 2023

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Prepared for:

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1 INTRODUCTION

RPS was commissioned by Louth County Council (LCC) to prepare an Environmental Impact Assessment (EIA) Screening Report with respect to the Living in Carlingford – Visiting Carlingford Rural Regeneration and Development Fund (RRDF) Project which comprises public realm development and associated works on an approximately 1.4 hectare (ha) site and approx. 1.3ha site in the town centre area in Carlingford, Co. Louth (hereafter referred to as "the proposed development").

A detailed description of the proposed development is provided in **Section 2** of this report.

1.1 Purpose of the Screening Report

The purpose of this report is to firstly ascertain whether or not there is a legal requirement to undertake an EIA for the proposed development. Secondly, this report will consider the likely significant effects of the proposed development on the environment and advise if an EIA is required or not. The EIA Screening Report presents the information required to inform the determination on the requirement for EIA to be made by the Competent Authority (Louth County Council). This includes information on the characteristics of the project, its likely significant effects on the environment as well as a description of measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment, having regard to the information requirements listed in Annex II.A and Annex III of Directive 2014/52/EU.

This EIA Screening Report is set out as follows:

- Section 1 – Introduction;
- Section 2 – The Proposed Development;
- Section 3 – EIA Legislative Context;
- Section 4 – Methodology for EIA Screening;
- Section 5 – Screening Evaluation For Sub-Threshold Development; and
- Section 6 – Conclusion.

1.2 Relevant Documents

The intention of this EIA Screening Report is to detail findings from a desktop analysis of the receiving environment that may be affected by the proposed development and to further document the procedures and outcome of the process undertaken as part of the screening assessment. The findings of the following additional reports have informed this EIA Screening:

- Living in Carlingford – Visiting Carlingford RRDF Project - Report to Inform Screening for Appropriate Assessment (RPS, 2023);
- Flood Risk Assessment - Carlingford Public Realm Project – Tennis Courts (RPS, 2023);
- Architectural Heritage Impact Assessment (AHIA) - Living in Carlingford – Visiting Carlingford RRDF (Consarc Conservation, 2021 (Rev A - Updated March 2023)); and
- Archaeological Assessment of the Proposed Living In Carlingford-Visiting Carlingford RRDF, County Louth (IAC Archaeology, 2021).

2 THE PROPOSED DEVELOPMENT

2.1 Site Location

Carlingford is a coastal settlement located approx. 28km north of Dundalk, 6km from Omeath and 10km from the border with Northern Ireland. It is a medieval town renowned for its rich and varied natural and built heritage. Much of Carlingford's charm derives from its geographical setting at the foot of Cooley Mountains along a narrow ledge of land where the mountain slopes meet Carlingford Lough. The proposed development will be carried out within the existing footprint of the Carlingford settlement boundary. The proposed development works will comprise two separate areas, namely that of 1. Town Centre Area and 2. Car Park and Tennis Court Area as set out in the site location map in **Figure 2-1** below.

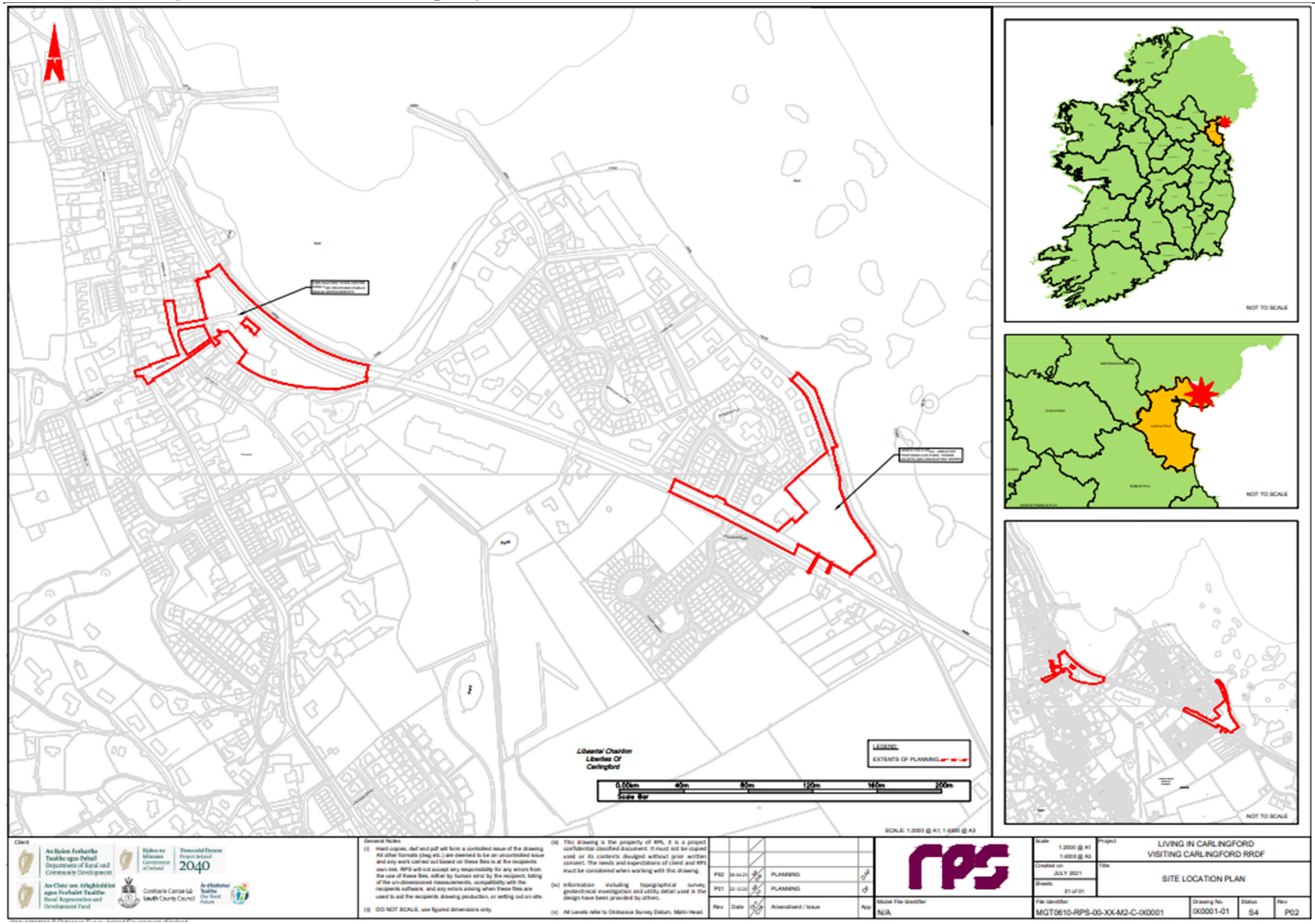

Figure 2-1: Site Location

2.1.1 Town Centre Area

The Town Centre Area as seen in **Figure 2-2** is within the Carlingford Settlement Boundary as set out in the Louth County Development Plan 2021-2027 (hereafter referred to as LCDP). The area is within Land Category Use: B1 Town or Village Centre (LCDP). The site currently contains a tennis court, car park, playground, green open space and the laneways/roads within commercial areas.

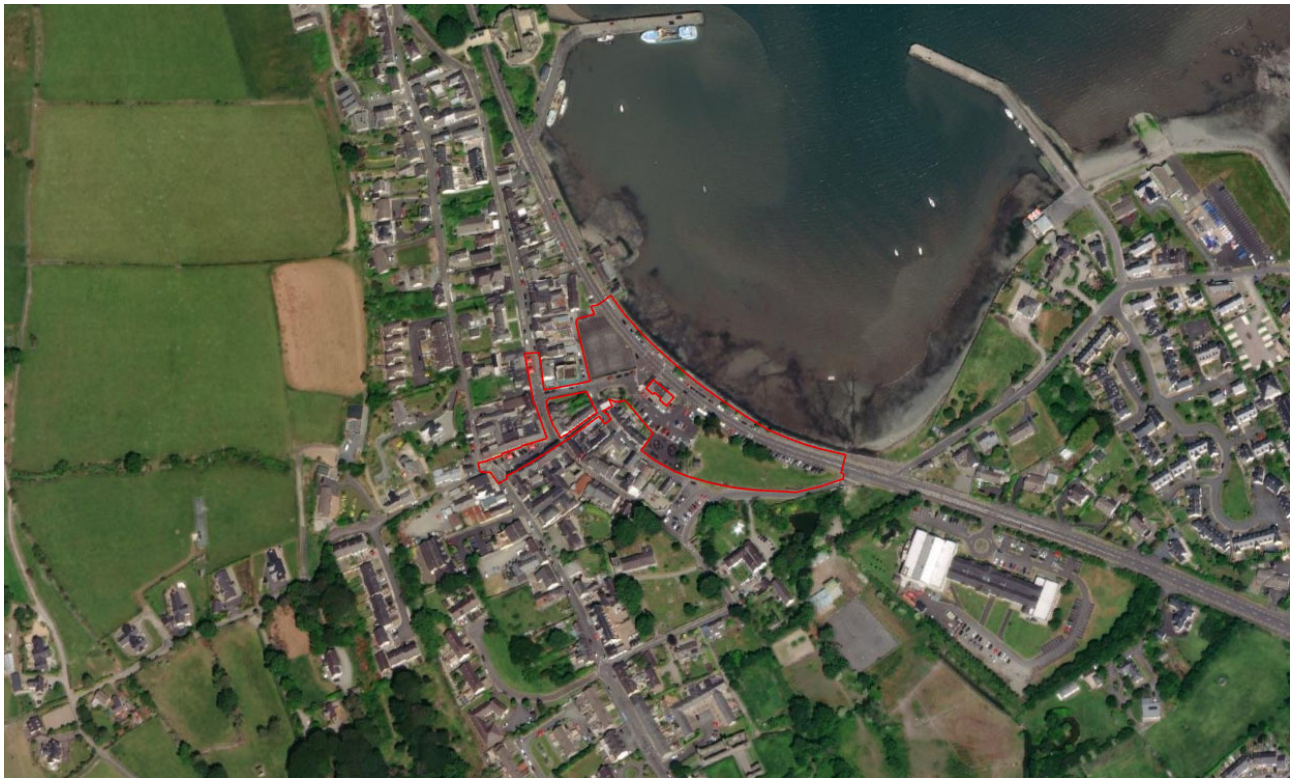

Figure 2-2: Extent of Proposed Development - Town Centre Area shown bound in Red

2.1.2 Car Park and Tennis Court Area

The Car Park and Tennis Court Area as seen in **Figure 2-3** is a green field site along the R176 Greenore Road, approx. 550m to the south east of the Town Centre Area. This site is also within the Carlingford Settlement Boundary as set out in the LCDP. Currently this site is dominated with improved grassland and used as a grazing area. The majority of the area is within Land Category Use: J1 Tourism and Leisure (LCDP). The area in the vicinity of the fire station (north east and south west) is within Land Category Use: G1 Community Facilities (LCDP).

Figure 2-3: Extent of Proposed Development - Car Park and Tennis Court Area shown bound in Red

2.2 Description of the Proposed Development

The proposed development subject of this EIA Screening Report is split between the two red line boundaries, namely that of the Town Centre Area and the Car Park and Tennis Court Area. The urban realm works in the Town Centre Area will result in the loss of some existing public car parking. This loss of car parking spaces will give rise to the need for new public car parking, mainly to be provided at the Car Park and Tennis Court Area. For this reason, it is considered that the two areas/elements are part of the same project and that the combined effects of both areas/elements on the environment should be assessed in order to comply with the EIA Directive.

2.2.1 Town Centre Area

The proposed development works are within an area of approx. 1.4 ha and will comprise the following works:

- Traders/Catering Facilities/;
- Upgrade of footpath materials and widths to give greater comfort to pedestrian traffic;
- Upgrade of traffic and pedestrian management within the town to give greater emphasis to pedestrians and create a clear hierarchy that puts pedestrians before vehicular traffic within the town centre. This will be achieved by reducing road carriageway widths, widening footways, creating shared surfaces and inclusion of tactile paving at crossing points;
- Traffic calming ramps and pedestrian crossings;
- Demolition of existing toilet block and construction of a new one;
- Resurfacing of existing pavements;
- New railings, bollards to discourage illegal parking;
- Bicycle parking;
- Street furniture including bins and seats;
- New trees and vegetation;

- New signage and an evaluation of existing signage with an aim to remove unnecessary signage or relocate signage;
- New/replacement of functional street lighting. New feature lighting in the form of strip lighting to be introduced to some pedestrian areas and tall feature lights will be used in a functional manner at the civic and park areas. There are no proposals to light historic buildings in order to reduce negative impact on bats;
- Public lighting and functional lighting will include, where necessary, shielding to avoid unnecessary light spill that may have a negative effect on the ecology within the area;
- Removal of some existing car parking and provision of 63 car parking spaces, of which a minimum of 5% will be accessible parking bays i.e. a reduction (by 57 no. spaces) in car parking within the town centre area and ;
- Removal of existing tennis courts and associated walls;
- New utility services/upgrading of existing services (if required), including watermains, foul, storm and water drainage, ESB services, WiFi and Broadband and also the undergrounding of existing overhead cables where possible.

The site layout of the proposed development - Town Centre Area is illustrated in **Figure 2-4**.

Figure 2-4: Proposed Layout Town Centre Area

2.2.2 Car Park and Tennis Court Area

The public realm improvements within the Town Centre Area of Carlingford as set out above will result in a reduction of car parking spaces and the change of use of an existing tarmac tennis court area to become a new public realm focal point. To mitigate the potential negative impacts of these changes, LCC are proposing to construct a new car park facility. The proposed car park and associated works are within an area of approx. 1.3ha located 550m south east of the Town Centre Area and will include;

- 148 no. car parking spaces, made up of; 8 no. disabled parking bays, 10 no. potential electric car charging parking bays, 9 no. parent and child parking bays and 121 no. standard parking bays, parking bays to be constructed of permeable paving block setts;;
- 2 no. new porous asphalt tennis courts, complete with lighting and fencing (approx. 5m high). Tennis court drainage to consist of filter drain system connecting to closed pipe network;
- New gully and pipe drainage network tying into the existing network on Ghan Road;
- New ESB substation, comprising of an above ground steel cabinet of dimensions approx. 2.6m x 2.2m x 2.0m;
- Ducting for communications and electrical services requirements;
- Public lighting - where necessary, shielding to avoid unnecessary light spill that may have a negative effect on the ecology within the area;
- Pedestrian network including concrete footpaths connecting to the existing footpath network on the Ghan Road. A linkage to the existing footpath network along the R176 will be provided and a proposed new pedestrian crossing point to provide a continuous linkage for pedestrians into Carlingford town centre from the proposed car park along this route;
- Internal asphalt road network with road markings;
- Bus parking/camper van set down bays; and
- Landscaping.

The site layout of the proposed development – Car Park and Tennis Court Area is illustrated in **Figure 2-5**.


LEGEND:
AREA PROVIDED BY THE EMPLOYER FOR THE WORKS
PROPOSED NEW PERMEABLE PAVING
PROPOSED NEW ASPHALT SURFACE.
PROPOSED NEW POROUS ASPHALT TENNIS COURT SURFACE.
PROPOSED STORM SEWER
PROPOSED STORM SEWER CHAMBER
PROPOSED FILTER DRAIN
PROPOSED GULLY
PROPOSED GULLY CONNECTOR PIPE
PROPOSED ESB DUCT TO PROPOSED SUBSTATION
PROPOSED ESB SUBSTATION AND KIOSK
PROPOSED ELECTRIC SERVICE DUCT
PROPOSED PUBLIC LIGHTING
PROPOSED PUBLIC LIGHTING DUCT
PROPOSED PUBLIC LIGHTING ELECTRIC MINI PILLAR
PROPOSED ELECTRIC CAR CHARGING DUCT
PROPOSED ELECTRIC CAR CHARGING MINI PILLAR
GRASSED AREA - REFER TO DG0009 FOR DETAILS
COTONEASTER SIMONSII HEDGEROW
PROPOSED KERB
PROPOSED CONCRETE SURFACE
PROPOSED EIR DUCTING
PROPOSED EIR CHAMBER
PROPOSED CYCLE RACK
PROPOSED TENNIS COURT FENCING
PROPOSED TIMBER FENCING
- REFER TO DG0009 FOR TYPICAL DETAILS
- TACTILE PAVING TO BE PROVIDED AT ALL PEDESTRIAN CROSSING POINTS
PROPOSED 'SEMI-MATURE' TREE PLANTING: ACER CAMPESTRE, STANDARD (SEMI MATURE) REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 02
PROPOSED 'STREET TREE' PLANTING IN PAVED TREE PIT: TILIA CORDATA 'GREEN SPIRE', STANDARD (SEMI MATURE) REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 02
PROPOSED 'SEMI-MATURE' TREE PLANTING: PINUS SYLVESTRIS, STANDARD (SEMI MATURE) REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 02
PROPOSED WOODLAND PLANTING REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 05
PROPOSED SPECIES RICH NATIVE HEDGEROW PLANTING REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 06
PROPOSED OPEN GRASS AREAS REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 01
CAMPER
BUS PARKING ONLY
STOP
KEYPLAN
02
03
01
0.00m
20m
40m
60m
80m
100m
Scale Bar


LEGEND:
AREA PROVIDED BY THE EMPLOYER FOR THE WORKS
PROPOSED NEW PERMEABLE PAVING
PROPOSED NEW ASPHALT SURFACE.
PROPOSED NEW POROUS ASPHALT TENNIS COURT SURFACE.
PROPOSED STORM SEWER
PROPOSED STORM SEWER CHAMBER
PROPOSED FILTER DRAIN
PROPOSED GULLY
PROPOSED GULLY CONNECTOR PIPE
PROPOSED ESB DUCT TO PROPOSED SUBSTATION
PROPOSED ESB SUBSTATION AND KIOSK
PROPOSED ELECTRIC SERVICE DUCT
PROPOSED PUBLIC LIGHTING
PROPOSED PUBLIC LIGHTING DUCT
PROPOSED PUBLIC LIGHTING ELECTRIC MINI PILLAR
PROPOSED ELECTRIC CAR CHARGING DUCT
PROPOSED ELECTRIC CAR CHARGING MINI PILLAR
GRASSED AREA - REFER TO DG0009 FOR DETAILS
COTONEASTER SIMONSII HEDGEROW
PROPOSED KERB
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PROPOSED OPEN GRASS AREAS REFER TO DRAWING NO. 2391.4.02; PLANTING SCHEDULE TABLE 01
0.00m 20m 40m 60m 80m 100m
Scale Bar
2no. PROPOSED TENNIS COURTS
CAMPER
CAMPER
CAMPER
CAMPER
N
02
03
01
KEYPLAN

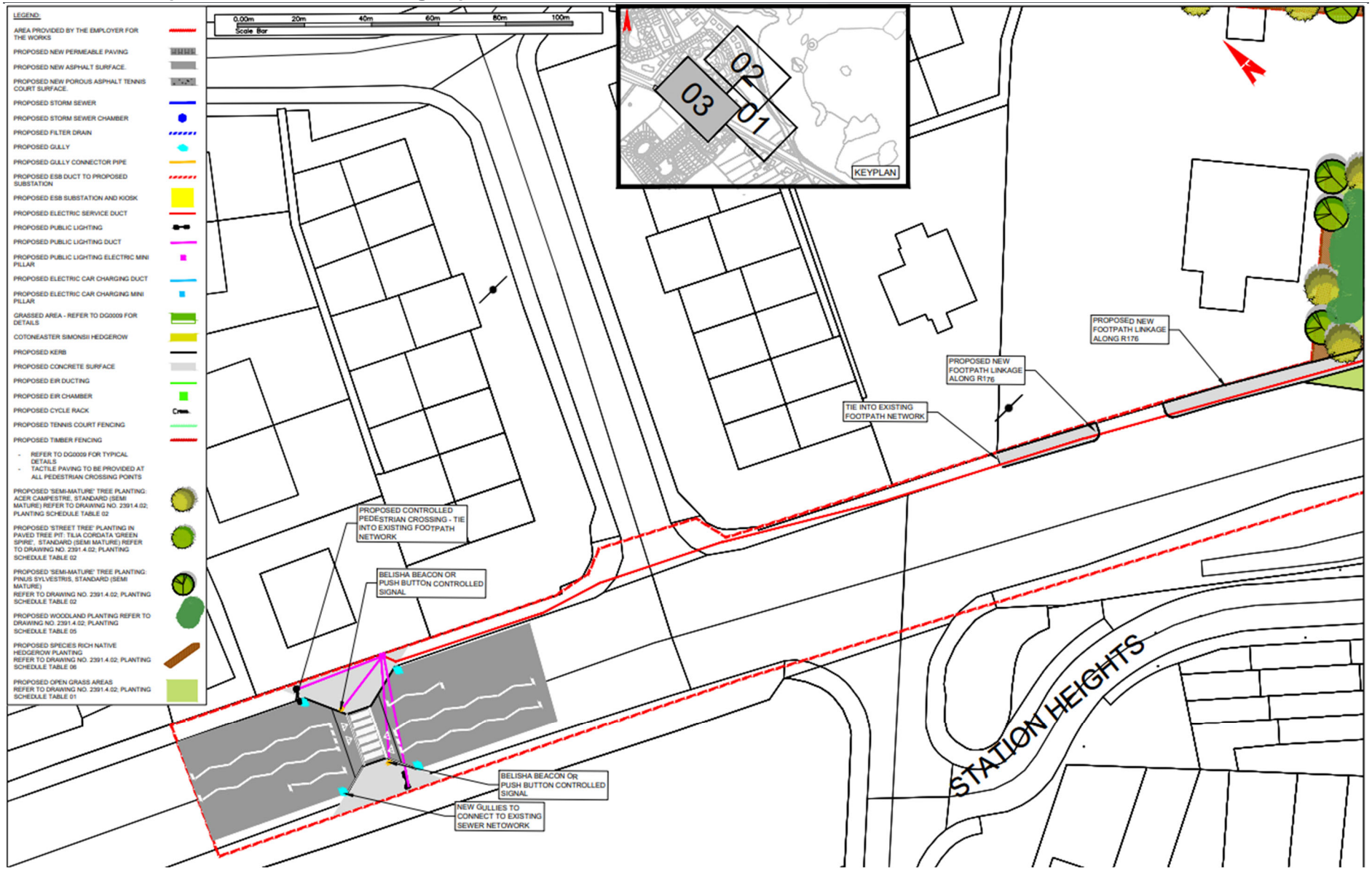

Figure 2-5: Proposed Layout Car Park and Tennis Court Area

2.1 Key Themes and Urban Design Approach

Spaces for Users - The design of the proposed urban realm enhancements will adopt best practice and promote a high quality and inclusive environment to create an attractive, open, and user-friendly environment for the streets.

History - The proposed urban design proposals will be informed by and take account of the Medieval character of the narrow streets and the built environment of Carlingford.

Materials - Natural stone paving will be employed as an appropriate and robust material throughout the scheme to relate to the overall visual quality and aesthetics of the improved streetscape and character of Carlingford.

Views - Important views to the historical landmark structures in Carlingford will be maintained and improved where possible through removal of clutter and appropriate tree planting whilst also ensuring no detrimental impact on any existing heritage features.

Signage - The use of wayfinding signage and plaques inset to paving will be used to create a heritage trail.

Soft Landscaping - Elements will comprise tree planting, raised planters and grass selected to reflect the coastal location and the local environment. The design will endeavour to keep the same percentage green space as the existing scenario. The works will result in a net increase in green space from that provided in the existing scenario.

2.2 Construction Phase

2.2.1 Proposed Construction Works

All construction activities will be managed within the two redline boundaries of the proposed development site.

There will be temporary offices and storage containers located within the site for the construction duration. All access and haulage of materials will take place via the existing public road network.

The key construction works required are as follows:

- Site clearance and preparation of the site, including removal of topsoil, vegetation removal and utilities diversions. The removal of hedges, trees and other vegetation will be undertaken outside the bird nesting season (March 1st to August 31st);
- Provision of utilities and services, which will require excavations and construction of below ground services. These include the following;
  - **Foul water:** Within the Town Centre Area no alterations to the existing foul sewer network are proposed. Where possible the existing infrastructure will be protected in place and if required minor alterations to sewer locations will be carried out to facilitate the works. Any leaks detected during the construction will be rectified. At the proposed Car Park and Tennis Court Area, no foul sewer is proposed.
  - **Surface water:** Existing surface water network is gully and appears to outfall directly to the sea. The proposed surface water drainage will aim to utilise the existing surface water sewer system and improve it through the inclusion of SuDS and petrol interceptors.
  - **Signage**: The use of wayfinding signage and plaques inset to paving will be used to create a heritage trail which will lead visitors to the existing heritage sites and attractions in Carlingford.
  - **Landscaping**: The soft landscaping elements will comprise tree planting, raised planters and grass selected to reflect the coastal location and local environment. It is proposed to use a mix of moveable tree planter boxes and fixed tree planting in purpose-built tree pits strategically located throughout the town.

2.2.2 Construction Traffic Management Measures

There will be works to public roads (namely that of R173, R176 Greenore Road, Market Street and Newry Street) as part of the proposed development as follows:

- Town Centre Area
  - Traffic calming ramps and pedestrian crossings
- Car Park and Tennis Court Area
  - Pedestrian network including concrete footpaths
  - Internal asphalt road network with road markings
  - Bus parking/set down bays

There will be partial road closures to facilitate the works. Appropriate traffic control measures will be established to provide adequate separation and protection of work areas from live traffic. There will be a requirement to operate traffic management measures which will be communicated to affected parties in advance.

2.2.3 Construction Compound

The area of the current tennis courts is identified for a construction compound. Once works commence on the current tennis courts (in the Town Centre Area) this compound will move to one of the existing car parks located within the Town Centre Area. Prior to commencement of works the compound will be set up and traffic management measures will be put in place.

2.2.4 Timing of the Works and Hours of Work

It is estimated that the proposed work will take approx. 12 months to complete on site. Construction activities will be undertaken during daylight hours. It is proposed that standard construction working hours will apply as follows:

- Monday to Friday: 08:00 to 19:00
- Saturdays: 08:00 to 14:00

It is not anticipated that construction works will be carried out on Sundays, or Bank Holidays or that any construction works will be carried out in hours of darkness. Any works on public roads outside normal working hours will be subject to consultation with LCC and An Garda Síochána. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the local authority.

2.3 Operational / Maintenance Works

Bin collection will be undertaken by LCC at regular intervals where light vehicles and council personnel will access the bin locations as is the case currently. Water will be required for landscaping maintenance and the Traders/Catering Facilities/Kiosk and the water feature. Seasonal maintenance works will be undertaken at regular intervals of the landscaping elements. Maintenance of the playground, car park and landscaping, tennis courts will also be required.

3 EIA LEGISLATIVE CONTEXT

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directives 97/11/EC 2003/35/EC and 2009/31/EC, 2011/92/EU) as well as 2014/52/EU on the assessment of the effects of certain public and private projects on the environment. The primary objective of the EIA Directive is to ensure that projects which are likely to have 'significant effects' on the environment are subject to an assessment of their likely impacts. In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended).

The EIA Directive requires that certain developments be assessed for likely significant effects before planning permission can be granted. An EIAR is required to be produced by the developer of a project under Articles 5(1) and 5(2, and with reference to Annex 1 and 2) of the EIA Directive and must contain the information specified in Annex IV.

There is a hierarchy of thresholds to be used in the establishment of EIA requirements. The first stage in the process includes an examination of current EU requirements. The requirements for Screening are contained in Article 4, Annex IIA, and Annex III to the EIA Directive.

3.1 Planning and Development Regulations

The legislation relating to the requirement for an EIA for several types of developments is the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended.

Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Section 172(1) of the Planning and Development Act 2000, as amended states that EIA shall be carried out in the case of either of the following scenarios (a) or (b):

"(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 equal or exceed, as the case may be, 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 equal or exceed, as the case may be, 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 but does not equal or exceed, as the case may be, 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."

Louth County Council has obligations under Article 179 the Planning and Development Act 2000, as amended to undertake mandatory EIA for specified classes of development and AA and EIA screening for sub-threshold development for local authority own development.

Where there is a possibility that the development may significantly affect the environment, Louth County Council must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under Schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

3.1.1 Mandatory EIA

3.1.1.1 Schedule 5 Part 1

Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the Directive which require mandatory EIA. Every project listed in Part 1 of Schedule 5 must be subject to an EIA if the stated threshold set therein has been met or exceeded or where no thresholds are set. In the case of a project falling within the provisions of sub-section 172 (1) (a), an EIAR must be submitted to the competent authority with an application for development consent in this regard.

No development types listed in Schedule 5 Part 1 would apply to this current proposed development. Accordingly, **a mandatory EIA under Schedule 5 Part 1 is not required.**

3.1.1.2 Schedule 5 Part 2

Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended identifies classes of development, per Annex II of the Directive, for which EIA must be carried out where such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified or, where no quantity, area or other limit is specified in the Part in respect of the development concerned.

The following class of development type listed in Schedule 5 Part 2 are deemed relevant for consideration in relation to the proposed development:

- **Item 10(b)(iii) Infrastructure Projects**

  (b)(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.

The proposed development includes for the reduction of car parking at the Town Centre Area. A new 40 no. space car park is proposed at the Town Centre Area and a new car park of 148 no. car parking spaces at the Car Park and Tennis Court Area. While the combined 188 no. car parking spaces would not reach the threshold of 400 spaces, it is considered that they would fall within this class of development. While it would be proposed '*as part of*' the overall urban works, it is not considered that it would be '*incidental to the primary purpose of, a development'*. Such '*incidental*' car parking, it is considered, would relate more to car parking required to serve a particular land use development. In the case of Carlingford it is considered that the car parks would be a primary and integral part of the development.

It is concluded that **a mandatory EIA under Schedule 5 Part 2 is not required.**

- **Item 10(b)(iv) Infrastructure Projects**

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

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

Neither the EIA directive nor the Planning and Development Regulations, 2001, as amended define 'Urban Development'. The EIA Directive however does give two examples of shopping centres and car parks. The European Commission's *Interpretation of definitions of project categories of Annex I and II of the EIA Directive* (EU, 2015), suggests that interpretation of this project category could take account of, inter alia, the following:

- Projects with similar characteristics to car parks and shopping centres. This could be the case, for example, of bus garages or train depots, which are not explicitly mentioned in the EIA Directive, but have similar characteristics to car parks.
- Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also be assumed to fall within this category. The

underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.

On this basis, it is considered that the urban realm improvement works would have similar characteristics to a car park and may also include elements of construction of a structure. Accordingly, it is considered that the proposed development comprises 'urban development' and is a class of development which may be subject of EIA.

In considering the application of the various thresholds for this class it is necessary to identify into which type of area the development site falls. In order to determine the extent of the project falling within the 'business district', the zoning map for Carlingford town under the (LCDP) was reviewed. The sites were also reviewed with reference to Google Maps and Street View.

Town Centre Area: This approx. 1.4ha site is within the Carlingford Settlement Boundary (as set out in the LCDP) and currently comprises the following uses - tennis court, car park, playground, open space and a network of roads/laneways serving commercial areas. The site is within Land Category Use: B1 Town or Village Centre.

While the site falls within the Land Category Use B1: Town or Village Centre, it is also noted that the predominant land uses within much of the development site area do not comprise retail or commercial. Rather, the predominant uses for much of the development site area are recreation and community-based uses including a park, public car park, playground, tennis courts and tourist offices. The areas of the application site that do fall within areas dominated by retail or commercial uses appear to be Market Street, part of Newry Street and the lane connecting Market Street to Old Quay Lane. Based on a rough estimate this area is approx.0.17ha. The residual site area then (approx.1.23ha) can reasonably be considered to be outside of the business district and within built-up area.

The overall site then is made up of:

- Business District: approx. 0.17ha
- Other Built Up Area: approx. 1.23ha

Total Site area: 1.4ha

Having regard to Class 10(b)(iv):

- The development is urban development.
- The development does not involve an area greater than 2ha within the business district.
- The development does not involve an area greater than 10ha within other parts of the built-up area.

Accordingly, the thresholds of Class 10(b)(iv) do not apply and it is concluded that **a mandatory EIA under Schedule 5 Part 2 is not required.**

Car Park and Tennis Court Area: This approx. 1.3ha site is within the Carlingford Settlement Boundary and currently comprises lands used for grazing. The site is within Land Category Use: J1 Tourism and Leisure (small section within G1: Community Facilities). It is considered that this site is not within a business district but is within a built-up area of the town.

It is considered that this site would fall outside of the business district of the town. Given this location and the size of the car park site considered, it is envisaged that the application site area for the Car Park and Tennis Court Area either on its own or in combination with the Town Centre Area would remain well below the thresholds of Class 10(b)(iv) of Schedule 5 Part 2 of the Regulations relating to urban development.

Accordingly, the thresholds of Class 10(b)(iv) do not apply and it is concluded that **a mandatory EIA under Schedule 5 Part 2 is not required.**

3.1.2 Roads Act Requirements

In relation to roads projects, the requirements of the pre 2014 EU Directives have been transposed into Irish legislation by, inter alia, Sections 50 and 51 of the Roads Act (1993 to 2007) and subsequent amendments to this Act. In the case of a road development, Section 50 of the Roads Act 1993 (as amended), sets out the requirements and provisions for the preparation of an Environmental Impact Assessment Report (EIAR). All roads projects can be placed into one of the following categories:

- Mandatory, i.e., those that exceed the thresholds laid down and therefore have to prepare an EIAR.
- Sub-threshold (discretionary), i.e., those that must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment and if a sub-threshold EIA may be required.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for proposed road developments. Section 50(1)(a) and (b) provide for situations that require mandatory EIA.

Section 50(1)(a) of the Roads Act 1993, as amended and the Roads Regulations, 1994 sets out types of road development which require mandatory EIA. None of these descriptions apply to the current development. Accordingly, **a mandatory EIA is not required under the Roads Act.**

3.2 Discretionary or Sub-threshold Development

3.2.1 Obligations for Screening for Sub-threshold Development EIA under the Planning and Development Act

Article 92 (Part 10) of the regulations defines '*sub-threshold development*' as:

> *'development of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development.'*

As set out in **Section 3.1.1.2**, the proposed development is of a type listed in Part 2 but does not equal or exceed the relevant threshold. The requirement for mandatory EIA for the proposed development is therefore not met. Although EIA is not mandatory in this instance, it could be the case that the development is likely to have significant effects on the environment and that it could nevertheless require EIA.

Where a local authority proposes to carry out a sub-threshold development, the authority must under Article 120 of the Planning and Development Regulations 2001, as amended undertake at a minimum a preliminary examination of at least the nature, size or location of the development. At this stage:

- If it considers that there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required.
- If it considers that there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it must prepare, or cause to be prepared, the information specified in Schedule 7A of the Planning and Development Regulations 2001, as amended, for the purposes of a screening determination.
- If it considers there that there is a real likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to prepare, an EIAR.

If the Planning Authority cannot rule out the likelihood of effects on the environment and prepares the information set out under Schedule 7A it must carry out an examination of, at the least, the nature, size or location of the development and make a screening determination.

In this regard, if LCC considers that there is significant and realistic doubt in regard to the likelihood of significant effects on the environment due to the proposed development it must prepare the information specified in schedule 7A and make a screening determination. The information specified in schedule 7A would typically be presented in some form of report to inform EIA screening.

3.2.2 Obligations for Screening for Sub-threshold Development EIA under the Roads Act

Section 50(1)(c) expands the circumstances where an EIA may be required (other than development to which Section 50(1)(a) applies) to include any proposed road development or the improvement of an existing public road which would be likely to have significant effects on the environment. This effectively introduces EIA Screening for any proposed road development.

Where the road authority considers that a proposed road development would be likely to have significant effects on the environment, it shall inform the Board in writing and, where the Board concurs with the road

authority, it shall give a direction to the road authority under Section 50(1)(b) to prepare an EIAR in respect of such development.

Section 50(1)(d) sets out provisions for proposed road development (other than one set out under section 50(1)(a)) consisting of the construction of a proposed public road or the improvement of a public road which fall within various ecological designations including a European Site designation, a Nature Reserve under the Wildlife Act, 1976 or a site designated as a refuge for fauna under the Wildlife Act. Should such a development fall within one of these designations, the Roads Authority must decide if the development would be likely to have significant effects on the environment.

The proposed urban improvement works could be considered to comprise improvements to a public road. Based on a review of the NPWS website none of the ecological designations apply to the two areas subject to the proposed development.

3.3 Conclusion and Requirements for EIA

It is concluded that the proposed development, comprised of the works at the Town Centre Area and the Car Park and Tennis Court Area are not of a type listed in Schedule 5 Part 1 of the Planning and Development Regulations, 2001 (as amended). In addition, the proposed development does not comprise a class of development described under Section 50 (1)(a) of the Roads Act. Accordingly, EIA is not a mandatory requirement for the proposed development.

The proposed development is of a type listed in Schedule 5 Part 2 of the Planning and Development Regulations, 2001 (as amended) *but does not equal or exceed the relevant threshold*. The requirement for mandatory EIA for the proposed development is therefore not met. Accordingly, the proposed development is such that it would not trigger a mandatory EIA under Part 1 and Part 2 of the regulations.

While EIA is not mandatory in this instance, LCC must still exercise its obligations under Article 120 of the Planning and Development Regulations 2001, as amended to consider whether the scheme, as a sub-threshold development, requires EIA.

If the Planning Authority cannot rule out the likelihood of effects on the environment it must prepare the information set out under Schedule 7A of the Planning and Development Regulations and it must make a screening determination.

Both the proposed works at the Town Centre Area and the Car Park and Tennis Court Area are sub-threshold EIA classes of development. This Screening Report therefore provides an assessment of whether the proposed development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and II.A of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations, 2001 (as amended).

4 METHODOLOGY FOR EIA SCREENING

4.1 Legislative Basis for Screening Approach

Article 103 of the Planning and Development Regulations sets out the basis both for the information a planning authority may request from an applicant in respect of the project (listed in Schedule 7A of the Regulations) and also criteria which the planning authority must take into account when undertaking a screening determination (listed in Schedule 7 of the Regulations).

This Screening Report provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended). The information set out in Schedule 7A is equivalent to the information specified in Annex IIA of the EIA Directive.

The Criteria as set out in Schedule 7 are grouped under three headings as follows which are comparable with the criteria set out in Annex III of the EIA Directive:

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

The criteria under each of these headings as provided for in the Act and Annex III of the EIA Directive are set out in **Table 4-1.**

Information to inform these assessment criteria are also presented in **Section 5** of this report**.**

Table 4-1: Criteria for Determining Whether Development Listed In Part 2 of Schedule 5 Should be Subject to EIA

Characteristics of Proposed Development
The characteristics of proposed development must be considered, in particular: (a) the size and design of the whole of the proposed development, (b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, (c) the nature of any associated demolition works, (d) the use of natural resources, in particular land, soil, water and biodiversity, (e) the production of waste, (f) pollution and nuisances, (g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and (h) the risks to human health (for example, due to water contamination or air pollution)
Location of Proposed Development
The environmental sensitivity of geographical areas likely to be affected by the proposed development, 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, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;

(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas; and

(viii) landscapes and sites of historical, cultural or archaeological significance.

Type and Characteristics of potential impacts

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—

(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),

(b) the nature of the impact,

(c) the transboundary nature of the impact,

(d) the 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 development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and

(h) the possibility of effectively reducing the impact.

4.2 Relevant Guidance for EIA Screening

The following guidance documents have informed this EIA Screening Report:

- Guidelines on the information to be contained in Environmental Impact Assessment Reports. EPA, 2022.
- Environmental Impact Assessment Screening, Practice Note PN02. OPR, 2021.
- Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment. DHLGH, 2018.
- Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission, 2017.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development. DEHLG, 2003.

- Advice Notes on Current Practice in the preparation of Environmental Impact Statements (Draft). EPA, 2015.

4.3 Information to Inform the EIA Screening

4.3.1 Baseline Environmental Information

Baseline information to inform the screening has been drawn primarily from desk studies. The desk study component of the EIA Screening has drawn information from the following sources:

- Department of Housing, Local Government and Heritage EIA Portal (https://www.gov.ie/en/publication/9f9e7-eia-portal/);
- EPA online interactive mapping tools (https://gis.epa.ie/EPAMaps) and (https://www.catchments.ie/maps/) for water quality data including surface and ground water quality status, and river catchment boundaries;
- Geohive online Environmental Sensitivity Mapping tool (https://airomaps.geohive.ie/ESM);
- Geological Survey Ireland (GSI) Public Data Viewer (https://www.gsi.ie/en-ie/Pages/default.aspx);
- Health Safety Authority (HSA) – List of Notified Seveso Establishments;
- LCC planning search function and general planning homepage (https://www.louthcoco.ie/en/services/planning/);
- Mapping of European Site boundaries and Conservation Objectives for relevant sites, available online from the NPWS (https://www.npws.ie/protected-sites);
- National Inventory of Architectural Heritage (NIAH);
- National Monument Service – Historic Environment Viewer (Department of Culture, Heritage and the Gaeltacht) (https://www.archaeology.ie/); and
- Louth County Development Plan 2021-2027 (LCC, 2021).

4.4 Related Environmental Assessments

4.4.1 Habitats Directive (92/43/EEC)

In addition to this EIA Screening Report, a Report to Inform Screening for Appropriate Assessment (RPS, 2023) for the proposed development has also been prepared to determine whether, in view of best scientific knowledge and applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, is likely to have a significant effect on any European site(s). The Report to Inform Screening for Appropriate Assessment has concluded that the proposed development will not give rise to likely significant effects on any European sites either alone or in combination with any other plans or projects. This screening assessment is used to inform the relevant consideration criteria of this EIA Screening. Further information on European sites is presented in **Section 5**.

4.4.2 Water Framework Directive (2000/60/EC)

In addition to the EIA Screening Report, specific consideration has been given to compliance with the WFD. This is addressed under the water section (**Section 5.2.2**) of this report.

4.4.3 Flood Risk

A Flood Risk Assessment (FRA) Report for the proposed development (Car Park and Tennis Court Area) has been prepared. A summary of flood risk relative to the proposed development site is provided in **Section 5.1.7.2** of this EIA Screening report.

5 SCREENING EVALUATION FOR SUB-THRESHOLD DEVELOPMENT

This section provides information on the proposed development for EIA Screening and provides information to address the requirements of the relevant legislation, as outlined in **Section 4.2**. This provides an assessment on whether there are any likely significant impacts arising from the proposed development which would trigger the requirement for an EIA. The assessment has considered the proposed development individually and cumulatively with other projects.

The criteria as set out in Annex IIA and Annex III of the EIA Directive for determining whether a project should be subject to EIA as transposed into Irish legislation, are grouped under three headings as follows:

1. Characteristics of the proposed development (**Section 5.1**);
2. Location of the proposed development (**Section 5.2**); and
3. Types and Characteristics of potential impacts (**Section 5.3**).

Each of the above groupings includes a number of criteria for consideration. The assessment of the likelihood of significant environmental effects is based on the overall consideration of all criteria.

5.1 Characteristics of the Proposed Development

The Guidelines describe the information to be considered under this heading as:

> *'the size of the proposed development, the cumulation with other proposed development, the use of natural resources, the production of waste, pollution and nuisances, the risk of accidents and having regard to substances or technologies used.'*

Annex II A (2a) requires *a description of the physical characteristics of the whole project and, where relevant, of demolition works*.

5.1.1 Scale, Size and Design of the Whole of the Proposed Development

The proposed development is a public realm project and is split over two sites, namely that of the Town Centre Car Park and the Car Park and Tennis Court Area with a combined area of 2.4ha. A detailed description of the scale, size and design of the proposed development is outlined in **Section 2**. The site layout of the proposed development are illustrated **Figure 2-4** and **Figure 2-5** respectively.

Town Centre Car Park: Approx. 1.4ha site which currently comprises a tennis court, car park, playground, green open space and the laneways/roads within commercial areas. This site is to comprise of footpaths/pavement, traffic/pedestrian management measures, bicycle parking, street furniture, trader kiosks, landscaping, signage, lighting, car parking and new/upgrade of utility services.

Car Park and Tennis Court Area: Approx. 1.3ha site which currently comprises a vacant greenfield and grassed area. This site is to comprise of car parking, tennis courts, drainage network, ESB substation, lighting, footpaths, asphalt road network, bus parking and landscaping.

The works will require the removal of green areas, paved areas such as roads and tennis courts to facilitate the works. The quantity of material to be removed off site includes:

Town Centre Area

	Existing (m^2)	Volume of Material to be Removed (m^3)
Red Line Boundary	1.4ha	n/a
Total area of paved areas (not on roads)	3341m^2	2066m^3
Total paved areas of roads	7549m^2	1186m^3
Total green area	2967m^2	1736m^3
Play area	799m^2	399m^3

Car Park and Tennis Court Area

	Existing (m^2)	Volume to be Removed (m^3)
Red Line Boundary	1.3ha	n/a
Total for new paved areas (not on roads)	n/a	3316m^3
Total of paved areas of roads	4,300m^2	n/a
Total green area	1,800 m^2	439 m^3 (estimate)
To facilitate tennis courts	n/a	722 m^3

The proposed development also includes drainage throughout the two areas and all other associated works. The proposed development comprises of localised, discrete works, moderate in scale.

5.1.2 The Cumulation with other Existing Development and/or Development the Subject of a Consent for Proposed development for the purposes of section 172(1A)(b)

Schedule 7 of the EIA Regulations requires that the characteristics of the development include an examination of the potential for cumulative impact of the proposed development with other existing developments and nearby consented developments, along with proposed developments, which are the subject of a consent which require EIA or other enactment e.g. SEA.

A search has been conducted of planning applications within the vicinity of the proposed development. This has been done using the Louth County Council Web Portal map and the Department of Housing, Planning and Local Government EIA portal. There are several granted planning applications in the vicinity. The identified projects are broadly related to small scale residential developments, as well as various forms of commercial development within Carlingford town.

The potential for cumulative impacts with other projects and activities in the wider environment relates primarily to the construction phase of the proposed development. The construction of any identified projects at the same time as the proposed development could give rise to additional dust, noise and vibration, nuisance and disruption to the local road network or potential for contaminated surface water to be discharged to local watercourses, but there is no real likelihood of significant cumulative effects.

In considering the potential for environmental impact arising from the proposed development in combination with other plans or projects within the area, it can be reasonably concluded that there will be no potential for significant cumulative effects to arise.

5.1.3 The Nature of Any Associated Demolition Works

The following demolition works are to be undertaken as part of this proposed development.

- The building housing the toilets is to be demolished.
- Removal of asphalt car park.
- Removal of walls at the current tennis courts.
- Temporary removal of playground and reinstatement once the works are completed.

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

The proposed development will utilise relatively minor quantities of natural resources during the construction phase as follows:

Land: The proposed development is located on a built up area of the town centre and a vacant greenfield and is approx. 2.4ha in size combined.

Soil: Exact quantities of material required have not been determined at this point, however, significant effects on the environment are not predicted given the scale and nature of the proposed development. The Contractor will reuse, where possible, excavated topsoil and subsoil on site and there will be a requirement

to import soil for the construction of the proposed development. The re-use (and disposal) of soil excavated on site is discussed below in **Section 5.1.5.**

Water: There will be a requirement for water for the proposed development. Exact quantities of water required has not been determined at this point, however, significant effects on the environment are not predicted given the scale and nature of the proposed development. There is unlikely to be a requirement for any substantial water use, which would be for standard construction activities and be drawn from the existing water mains. During the operational phase of the proposed development, the new Traders/Catering Facilities/Kiosk will be connected to the existing watermains/surface water infrastructure, as will the water feature.

Biodiversity: The proposed development is not anticipated to give rise to significant impacts to ecological features (including protected species, habitats or sites). The habitats present on the site of the proposed development (i.e. treelines, amenity grassland and artificial buildings and surfaces) do not have affinity to protected habitats and do not offer any significant supporting value to protected species. The relative abundance of natural resources in the area, with respect to biodiversity, is described in **Section 5.2.2** below.

5.1.5 Production of Waste

As described above, the proposed development does include for minor demolition works.

The proposed development will require the excavation of topsoil and subsoil but not in significant quantities. Excavated materials will be disposed of or reused on site for construction fill or backfill, where possible. In the event that any excavated material is deemed unsuitable for reuse onsite during the course of the construction works, and demolition material, it will be disposed of off-site to a suitably authorised and licensed disposal facility/recycling operator.

Other wastes that may be generated during the construction of the proposed development are typical of construction projects and include the following:

- Construction waste (materials, concrete, stonework, timber, steel, asphalt etc.);
- Waste fuels e.g., oil/diesel;
- Paper/cardboard;
- Non-hazardous office and canteen waste; and
- Wastewater from office and welfare facilities.

During the construction phase, the Contractor shall comply with the contents and recommendations regarding waste management outlined in the *Eastern - Midlands Region Waste Management Plan 2015 – 2021 (*Eastern-Midlands Waste Regional Office, 2015). In addition, the Contractor will be required to prepare and implement a project-specific Waste Management Plan, which will take into account all waste sources associated with the proposed development.

All waste materials arising from the construction and operation of the proposed development will be dealt with in a sustainable manner and in accordance with all relevant environmental legislation, guidance and policy documents.

Sanitary waste and general construction waste will be managed in accordance with the Waste Management Act 1996 (as amended). Other general waste material will not be of a scale that would be deemed to have a significant effect on the environment. Once operational, the proposed development will involve bin collection which will be undertaken by LCC at regular intervals where light vehicles and council personnel will access the bin locations. The proposed development will not give rise to any significant production of waste and as such, no impact is envisaged.

The production of any waste associated with the proposed development will not cause unusual, significant or adverse effects of a type that would alone or in-combination require an EIA.

5.1.6 Pollution and Nuisances

Construction

There is potential for pollution and nuisances to arise during the construction of the proposed development as a result of increases in traffic due to the movement of construction vehicles and material haulage on and off site, changes in air quality as a result of dust generation and traffic emissions, changes in noise and vibration and potential for surface water contamination from surface water run-off carrying suspended silt and contaminants into local watercourses. The main receptors will be the users of the public realm area, residents, business owners, the downstream surface water catchment.

Existing surface water network comprises of gullies and appears to outfall directly to Carlingford Lough, a coastal waterbody. The proposed surface water drainage will aim to utilise the existing surface water sewer system and improve it through the inclusion of SuDS and petrol interceptors.

Within the Town Centre Area no alterations to the existing foul sewer network are proposed other than minor alterations and fixing of leaks.

Operation

The operation of the proposed development will not result in any significant pollution or nuisances. Once operational, the proposed surface water collection system will convey surface water from the hardstanding areas. Any surface water run-off arising from the site during operation will be managed within the surface water drainage system and proposed surface water system including SuDS and petrol interceptors. Wastewater from the proposed buildings on the site will continue to discharge to the existing foul water network in Carlingford and subsequently to the Irish Water network.

5.1.7 The Risk of Major Accidents and/or Disasters including those caused by Climate Change

The nature of the type of construction for the proposed development would be considered standard, with no novel construction methodologies and the construction would not be considered complex. Construction methods are formulated in line with best practice standards that will seek to reduce potential for sediment or soil loss and hydrocarbon / polluting substance release. Therefore the risk of accidents is considered to be low. The proposed development will be constructed and operated in accordance with the following health and safety regulations and guidelines (or as updated):

- Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2013;
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019).
- Safety, Health & Welfare at Work Act 2005; and
- Safety, Health & Welfare at Work (General Application) Regulations 2007 to 2016.

The four key vulnerabilities that may potentially impact the proposed development include the following and further details are provided below:

- Proximity to Seveso (COMAH) establishments.
- Road traffic accidents and disruption to operations.
- Site Subject to Flood Risk; and
- Site Subject to extreme weather events.

5.1.7.1 Seveso (COMAH) Establishments

The closest Seveso site to the proposed development is BAK Bulk Services Ltd., which is situated in Red Barns, Drumcar Rd, Drumcar, Dunleer, Co. Louth, approx. 25k south east of the proposed development. This is a lower tier Seveso site. Flogas Ireland Ltd., is situated in Drogheda Marine Terminal, Marsh Rd, Stagreenan, Drogheda, Co. Louth, approx. 37k south east of the proposed development. This is an upper tier Seveso establishment.

The proposed development is outside the 'consultation distance' set for the Seveso site and is not of a nature or scale that would increase risk to that site or be vulnerable as a result of the Seveso site.

5.1.7.2 Flood Risk

A Flood Risk Assessment (FRA) was carried out by RPS in April 2023 to inform the project in line with the *Planning System and Flood Risk Management Guidelines for Planning Authorities* (DEHLG & Office of Public Works 2009)(hereafter referred to as the Guidelines). The purpose of the FRA was to establish the level of the existing flood risk to the proposed development and the impact of the proposed development on the surrounding drainage infrastructure. The FRA was carried out for the Car Park and Tennis Court Area.

- OPW Past Flood Event records show that there have been several instances of flooding in Carlingford adjacent to the Town Centre Area and the Car Park and Tennis Court Area. A summary of the OPW Past Flood Events are presented in **Table 5-1**. These events were due to tidal surges and also flash floods from the Cooley Mountains.
- Carlingford was identified as an Area for Further Assessment (AFA) during the Preliminary Flood Risk Assessment stage of the CFRAM study. Carlingford was identified as at risk to both fluvial and coastal flooding.

Table 5-1: OPW Past Flood Event Local Area Summary

Flood ID	Location	Date(s) of Report(s)	Recorded date of occurrence	Frequency	Description
3111	Carlingford	10/11/2000	4-6/11/2000	N/A	Tidal factors. A considerable area of the village is below storm tide levels. When combined with high runoff flood risk arises. Houses and commercial properties flooded. Substantial developed lands at risk from increased sea levels.
3111	Carlingford	10/11/2000	4-6/11/2000	N/A	Flooding from Cooley Mountains – damage to roads including N1.
2793	Public House, Market St, Carlingford	10/10/2005	Approx. 10 years previously	N/A	Flash Flood (approx. 10 years ago) went in front door and out back door.
11840	Grove Road, Carlingford	04/04/2013	12/02/2013	Single Flood Event	Surface Water Runoff from adjacent lands. Noted as having previously occurred.
10441	Carlingford	01/12/2005	23/10/2005	N/A	Landscaping works and realignment of the channel of the mountain river was taking place at the time of this particular rainfall event. The landscaping material was then washed downstream, blocking gills [sic] on the river channel, and assisting the river spilling out onto the public roads and flooding the adjacent properties. We cannot say for certain, if this rainfall event would have caused flooding, if the landscaping works where not taking place at this time
12930	Grove Road, Carlingford	N/A	12/02/2013	Single Flood Event	N/A
14074	Trinity Close, Carlingford	N/A	28/01/2021	N/A	N/A

Town Centre Area

- OSi Historical Mapping showed no evidence of past flooding. There is no evidence of flooding at the site due to groundwater sources.
- The local transport infrastructure element of the proposed development is classed as "Less vulnerable developments". These works lie within both Flood Zone A & B and so a Justification Test was required

for this portion of works. A justification test has been carried out as recommended by the Guidelines. Each criteria required to be satisfied for "inappropriate" developments are discussed below in **Table 5-2** in relation to this development.

Table 5-2: Justification Test for development management

Criteria	Justification
The subject lands have been zoned or otherwise designated for the particular use or form of development in an operative development plan, which has been adopted or varied taking account of these Guidelines.	The lands are zoned/designated for the particular use or form of development.
The development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk.	It is not believed that the proposed development will increase flood risk elsewhere. The same percentage greenspace will be maintained similarly to the existing scenario. It is not envisaged that any infilling of lands will occur as part of the development.
The development proposal includes measures to minimise flood risk to people, property, the economy, and the environment as far as reasonably possible.	There will be no infilling of lands within the flood zones and the same percentage greenspace will be maintained similarly to the existing scenario.
The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future flood risk management measures and provisions for emergency services access.	The residual risks arising from flooding post-development are identical to those arising from flooding for the existing scenario. The proposed development will not impact upon flood risk at the site or elsewhere.
The development proposed addresses the above in a manner that is also compatible with the achievement of wider planning objectives in relation to development of good urban design and vibrant and active streetscapes.	The proposed works are key to the development of Carlingford as a self-sustaining town as per the LCC Development Plan 2021-2027.

- The Justification Test satisfied the criteria set out in the Guidelines for the provision of "inappropriate developments". The proposed development agrees with the land zoning as part of the LCDP. The proposals will not increase flood risk to the site or elsewhere. Greenspace will be provided to replicate existing conditions so as to not increase impermeable areas and surface water runoff. The residual flood risks to the area are the same for the existing condition and proposed development. The proposed development will promote growth in Carlingford as a self-sustaining town as per the LCDP.
- Mitigation for the proposals include the provision of green space similar to the existing scenario, minimizing the increase in hard-surface areas that would otherwise pose a risk to flooding due to increased load on the existing stormwater network. It is recommended that the development design and the choice of materials be cognizant of the potential effects of the marine environment and also of potential flooding at the site. No drainage improvement works are proposed as part of the proposed development and so will remain as per the existing condition. Tide levels should be considered during the construction phase in case of water ingress into any excavation required as part of the development.

Car Park and Tennis Court Area

RPS (2023) conducted a FRA for the Car Park and Tennis Court Area. The report notes the following:

- No watercourses within the vicinity of the proposed development.
- There are no records of historical flooding within the proposed site.
- Extensive coastal flooding at the site as a result of both high coastal water levels and water overtopping onto the site from wave action.
- Pluvial flooding was identified as a possible risk to the site due to the urban location of the development.
- The SFRA (Strategic Flood Risk Assessment) completed as part of the LCDP, identified that the subject site lies partially within Flood Zone B. Consequently, a Justification Test was applied and successfully passed within the SFRA The SFRA recommends that development proposals in this settlement should be cognisant of the appropriate implementation of SUDS in the management of surface water runoff.

- The FRA determined that the chosen locations of the development are appropriate due to the designation of the site as a “tourism and leisure” and “community facilities”, the soil type of the site, and the drainage plan installed onsite.
- The site is identified to be at flood risk from coastal flooding, placing the majority of the site within Flood Zone A. Flood depths on-site of up to 1m predicted for the 0.5%AEP coastal flood event and the site will remain liable to flooding after development. The site is zoned within the LCDP for ‘Tourism and Leisure’, and is the only land zoned for this purpose within the Carlingford Town settlement. The proposed development of the site for tennis courts and associated parking is considered a water compatible land use and is therefore an appropriate development of the site without need of the Justification Test, in accordance with the Planning Guidelines for Flood Risk Management (DoEHLG 2009). As the source of flooding will be coastal sea level, flood risk is managed through the provision of safe egress from the facilities via Greenore Road on the inland boundary of the site. As required within the objectives of the LCDP, on-site attenuation of surface water flows will be provided using SuDs measures through permeable paving and infiltration should detailed site investigations and testing allow.

Proposed drainage will tie in to the existing network and outfall to Carlingford Lough.

5.1.7.3 Extreme Weather

Extreme weather events e.g. extreme rain, heavy snow, extreme cold or prolonged or extreme high winds are not predicted to result in risk of major accident or disaster given the nature, scale and intent of the proposed development.

5.1.8 Risks to Human Health

In considering the risk to human health, consideration of nearby sensitive receptors has been taken into consideration. The primary sensitive receptors are the users of the public realm area and car parks and the local business and residents. There are also a number of residential and commercial properties situated in the wider environment. The main pathways for risk to human health relate to increased noise, reduced air quality and traffic.

The works will be subject to control through best practice control measures.

The proposed development will not involve the use of chemical or hazardous substances with the potential to harm humans. Best practice fuel and materials storage and handling methods will be implemented to ensure no spillages or loss of materials to soils or water courses will not occur.

In addition, industry best practice as it relates to compliance with environmental regulatory requirements will be implemented to ensure no risks to the population working on site, working adjacent to the site during construction or others present in the vicinity of proposed development.

5.2 Location of Proposed Development

The location of the proposed development is described and considered with reference to each of the criteria listed under ‘Location of the Proposed Development’, as set out in Annex III and IIIA of the EIA Directive as transposed into Irish law.

5.2.1 Existing and Approved Land Use

5.2.1.1 Proposed Development Site

The proposed development works will comprise two areas, namely that of 1. Town Centre Area and 2. Car Park and Tennis Court Area.

Town Centre Area This approx. 1.4ha site currently comprises the following uses - tennis court, car park, playground, open space and a network of roads/laneways serving commercial areas.

Car Park and Tennis Court Area This approx. 1.3ha site currently comprises the following uses - open space/agricultural land.

5.2.1.2 Surrounding Land Use

The surrounding land use of the proposed development include the business district in which the predominant land use is retail or commercial use and the built-up area of Carlingford town which includes uses such as amenity and residential.

In the context of the overall landscape of the Carlingford town, this proposed development is of a nature, scale and context that aligns with current land uses.

5.2.2 Relative Abundance, Availability, Quality and Regenerative Capacity of the Natural Resources (including land, soil, water, and biodiversity in the area)

Land

The proposed development comprises an area of approx. 1.4ha for the Town Centre Area and 1.3ha for the Car Park and Tennis Court Area.

The Town Centre Area is predominantly situated on built land (BL3 Buildings and artificial surfaces), with the R173 partially within the area. An area of amenity grassland is located in the south-east of the site.

The Car Park and Tennis Court Area is a green filed site located along the R176 Greenore Road. This area of improved grassland has evidence of regular grazing.

It is considered that the amenity grassland and greenfield site are small relative to the abundance of amenity grassland and agricultural lands and managed grasslands in the wider environment.

Soil: The Geological Survey of Ireland (GSI) online database[1] was consulted for available soils, geological and hydrological information of the proposed development site and its environs.

Town Centre Area

The Soils underlying the site are primarily “Urban” while the site’s Subsoils consist of “Made Ground”.

Car Park and Tennis Court Area

The Soils underlying the site are “Fine loamy drift with siliceous stones” and the Subsoils are “Alluvium”.

Any soil excavated on site during construction will be used for backfilling where possible. Surplus soil will be disposed of according to best practice in an authorised soil disposal facility/recycling operator.

Surface Water

The EPA online mapping resource was used to review relevant waterbodies and the most recent Water Framework Directive (WFD) water quality status. The proposed development is located within Hydrometric Area 06 - Newry, Fane, Glyde, and Dee within the Neagh Bann International River Basin District (IRBD). The WFD River Sub Basins is the Carlingford_010.

Town Centre Area

There are three watercourses mapped by the Environmental Protection Agency (EPA) as part of the Carlingford_010. These are namely the Carlingford, Carlingford Commons and Liberties of Carlingford.

On River Lane, the Carlingford_010 river (IE_NB_06C620800) runs down the southern side of the street, where it is culverted down Market Lane from the junction of Back Lane and Dundalk Street, discharging into Carlingford Lough coastal waterbody (GBNIIE6NB030). The Carlingford_010 river waterbody also runs culverted through the proposed development at the south eastern end of the amenity grassland area by Old Quay Road. The Carlingford_010 river (IE_NB_06C620800) travels north before it discharges into Carlingford Lough. All ultimately flow into the Mourne Coastal waterbody (GBNIIE6NB020).

[1] Geological Survey Ireland: www.gsi.ie

The existing surface water drainage within the area of the proposed development site consists of a gully to pipe system which appears to outfall directly to the sea. The proposed surface water drainage will aim to utilise the existing surface water sewer system and if possible, improve it through the inclusion of SuDS and petrol interceptors.

Car Park and Tennis Court Area

There are no waterbodies in the vicinity of this area. The area is separated from Carlingford Lough by the Ghan Road.

The proposed surface water drainage will aim to utilise the existing surface water sewer system and improve it through the inclusion of SuDS and petrol interceptors.

The EPA assigns a WFD Status and Risk Status to waterbodies based on physio-chemical, biological and hydromorphological monitoring data. WFD environmental objectives aim to achieve at least Good status in all waterbodies. A waterbody is “Not At Risk” when it is achieving its environmental objective of either High or Good Status and that there is no evidence indicating a trend towards status decline. A waterbody “At Risk” is either not achieving its WFD environmental objectives or is trending towards a decline in status. Waterbodies that are “At Risk” are prioritised for implementation of measures. The overall statuses of the waterbodies in the vicinity of the proposed development are derived from the latest EPA WFD quality report, which is based on monitoring data for the period 2016-2021. Where waterbodies have been classed as “At Risk”, by water quality or survey data, significant pressures have been identified.

Analysis of the EPA online mapper identified that these river waterbodies provide direct hydrological connectivity to Carlingford Lough, which is located approx. 28m downstream of the Town Centre Area and is approx. 16m from the Car Park and Tennis Court Area.

The WFD River Waterbody Status (2016-2021) (EPA, 2023) for the Carlingford_010 river is “Moderate”’ and identified as ”Under Review” of failing to meet its WFD objectives. The river waterbody then flows into the Carlingford Lough coastal waterbody where it is given the status “Moderate” in the WFD Coastal Waterbody Status (2013-2018) (EPA, 2018).

Groundwater Bodies

The proposed development (both the Town Centre Area and the Car Park and Tennis Court Area) are within the Louth (IEGBNI_NB_G_019) groundwater body. This groundwater body is classified as being of ”good” status, for the period 2013-2018 and 2016-2021 and supports connectivity to Carlingford Shore SAC and Carlingford Lough SPA. The ecological status and risk status of the watercourses within the vicinity of the proposed development have been summarised in **Table 5-3** below.

Table 5-3: Ecological Status and Risk of Watercourses and Waterbodies within the Vicinity of the Proposed Development

Waterbody Name	European Code	2013-2018 WFD Status	2016-2021 WFD Status	Risk Status
Carlingford_010 river	IE_NB_06C620800	Good	Moderate	Under Review
Carlingford Lough coastal waterbody	GBNIIE6NB030	Moderate	Unassigned	Under Review
Mourne Coastal waterbody	GBNIIE6NB020	Unassigned	Unassigned	Under Review
Louth groundwater body	IEGBNI_NB_G_019	Good	Good	Not at Risk

Town Centre Area

The south-eastern portion of this area lies on a locally important gravel aquifer while the north western portion of the site lies atop a bedrock aquifer which is generally unproductive. There is no evidence of any karst groundwater features within the proximity of this area.

Car Park and Tennis Court Area

The entirety of this area is within the designation of a Locally important gravel aquifer. There is no evidence of any karst groundwater features within the proximity of this area.

Biodiversity - Habitats and Species

Town Centre Area: is predominantly situated on built land (BL3 Buildings and artificial surfaces), with the R173 traversing the area. Amenity grassland is located in the south east of the area.

Car Park and Tennis Court Area: is a green filed site located along the R176. This area of improved grassland has evidence of regular grazing.

While there is a requirement for removal of topsoil and vegetation (trees and hedges) for the proposed development, no terrestrial habitats within the immediate footprint the proposed development have affinity to protected habitats (Annex I or Qualifying Interest (QI) habitats of European Sites) or offer any significant supporting value to protected species (including QIs or Special Conservation Interest (SCI) bird species of European Sites). There is evidence of mudflats and sandflats (an Annex I habitat type) adjacent to the site; however, these habitats are considered to be outside the zone of influence (ZoI) of the proposed development and are not a QI feature of any relevant European Site.

Invasive Alien Plant Species (IAPS)

A desk study and field survey results indicated that there are no known scheduled invasive species within the footprint of the proposed development. Invasives were recorded in the wider area.

Protected Sites – European Designations

A number of European sites, were identified within the initial ZoI of the proposed development in the Report to Inform Screening for Appropriate Assessment (RPS, 2023). The European Sites scoped in for further assessment were:

- Carlingford Lough SPA (Site Code: 004078) – Located approx. 307m downstream of the Town Centre Area and approx. 3m overland from the Car Park and Tennis Court Area.
- Carlingford Lough SPA (Site Code: UK9020161 – Northern Ireland) – Located approx. 2.5km north of the Town Centre Area and approx. 2.3km overland from the Car Park and Tennis Court Area.
- Carlingford Shore SAC (Site Code: 002306) – Located approx. 2m downstream of the Town Centre Area and approx.16m overland from the Car Park and Tennis Court Area. There are no QI species for which Carlingford Shore SAC (IE002306) is designated.

Brent geese surveys were carried out on the Car Park and Tennis Court Area and a desk study and field survey results indicated that there are no known scheduled invasive species within the footprint of the proposed development.

Protected Sites – National Designations

Carlingford Lough pNHA (Site Code: 000452) is located approx. 28m downstream of the Town Centre Area. The northern spur of the Car Park and Tennis Court Area overlaps with the boundary of Carlingford Lough pNHA. The works within the overlapping area will involve surface water drainage works to connect into the existing drainage network.

5.2.3 Absorptive Capacity of the Natural Environment

With respect to the absorption capacity of the natural environment, it is noted that the proposed development will be carried out within the following areas:

Town Centre Area: is predominantly situated on built land (BL3 Buildings and artificial surfaces), with the R173 traversing the area. Amenity grassland is located in the south-east of the area. This is considered a relatively robust environment.

Car Park and Tennis Court Area: is a green filed site located along the R176. This area of improved grassland has evidence of regular grazing.

(i) Wetlands, riparian areas, river mouths

The proposed development areas are within the coastal town of Carlingford. Carlingford Lough, a coastal waterbody, is located approx. 28m downstream of the Town Centre Area and is approx. 16m from the Car Park and Tennis Court Area. Carlingford Lough is located at the mouth of the Newry River.

The proposed surface water drainage will aim to utilise the existing surface water sewer system and improve it through the inclusion of SuDS and petrol interceptors.

(ii) Coastal zones and the marine environment

As discussed above in **Section 5.2.2**, surface water in the vicinity of the proposed development is expected to flow east towards the coast.

As discussed above in **Section 5.2.2**, Carlingford Lough, a costal waterbody is given the status "Moderate" in the WFD Coastal Waterbody Status (2013-2018) (EPA, 2018). The status for the monitoring period 2016-2021 is unassigned. As such, it has limited capacity to absorb any additional impact to water quality.

Connectivity between the proposed development and the marine environment as noted in the Report to Inform Screening for Appropriate Assessment (RPS, 2022) records that there are no likely significant impacts predicted to arise from the construction or operation of the proposed development on any European Site(s), their QIs/SCIs, or their conservation objectives, either alone or in combination with any other plans or projects.

(iii) Mountains and forest areas

There are no mountain or forest areas within the boundaries of the proposed development. The Cooley Mountains are located approx. 0.7km to the west of the proposed development.

(iv) Nature reserves and parks

There are no nature reserves or parks in proximity to the proposed development. The closest nature reserve is Rogerstown Estuary, situated approx. 60km south of the proposed development.

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

As outlined in **Section 5.2.2** there are a number of European sites with connectivity to the proposed development. A Report to Inform Screening for Appropriate Assessment (RPS, 2022) has been prepared in parallel with the EIA Screening. The Report to Inform Screening for Appropriate Assessment has concluded that the proposed development will not give rise to likely significant effects on any European sites either alone or in combination with any other plans or projects.

Carlingford Lough pNHA (Site Code: 000452) is located approx. 28m downstream of the Town Centre Area and overlaps with the northern spur of the Car Park and Tennis Court Area. Carlingford Lough forms part of the following European Designated Sites:

- Carlingford Lough SPA (Site Code: 004078) – Located approx. 307m downstream of the Town Centre Area and approx. 3m overland from the Car Park and Tennis Court Area.
- Carlingford Shore SAC (Site Code: 002306) – Located approx. 2m downstream of the Town Centre Area and approx. 16m overland from the Car Park and Tennis Court Area.

(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

The current WFD status of the Carlingford Lough coastal waterbody is unassigned or the monitoring period 2016-2021. For the previous round of monitoring it received a "Moderate" status and therefore not achieving the desired Good status.

(vii) Densely Populated Areas

The proposed development is located fully within the settlement of Carlingford town as set out in the LCDP. The nature and scale of the proposed development will not give rise to significant additional traffic, noise or other nuisances to residential or visiting populations of the area during operation.

(viii) Landscapes and Sites of Historical, Cultural or Archaeological Significance

Carlingford is a medieval walled town constructed in the 1300's. The historical importance of the town is evident by the identification of an Architectural Conservation Area (ACA), a Zone of Archaeological Potential (ZAP), 54 no. Protected Structures, 2 no. National Monuments, and a significant number of non-listed

vernacular buildings. The town of Carlingford is designated as a Historic Town – Ref: LH005-042. There are also a number of views, both strategic and local, in and around Carlingford, which are of special amenity value and are considered worthy of protection.

With this in mind RPS commissioned Consarc Conservation to undertake an Architectural Heritage Impact Assessment (AHIA) tilted *Architectural Heritage Impact Assessment (AHIA) Living In Carlingford – Visiting Carlingford RRD (*December 2021). While this report covered the Town Centre Area it did not extend to the Car Park and Tennis Court Area. The AHIA Report was prepared in advance of completing the design work in order that the findings inform the design and for this reason the red line boundary is slightly different to that now proposed. Since the report was written prior to a proposal, it should be noted that there was no impact assessment carried out within the report as the scope of the report was to ensure that the Protected Structures and other heritage structures within the ACA were considered in the design development. The AHIA Report notes that the report will be updated to comment on and provide an assessment of:

- The appropriateness of the Public Realm Proposals when developed.
- How any potential negative effects have been eliminated or mitigated.
- How the final proposals align to Heritage Policy.
- And a later version of the report is likely to accompany a Planning Application for the proposed Public Realm works for Carlingford.

An update to the AHIA was made in March 2023 to comment on and provide an assessment of the Landscape Proposals to include:

- The appropriateness of the Public Realm Proposals.
- How any potential negative effects have been eliminated or mitigated.
- How the final proposals align to Heritage Policy. (See more in **Section 5.3.7**).

IAC Archaeology also undertook an Archaeological Assessment of the Proposed Living In Carlingford-Visiting Carlingford RRDF, County Louth (November 2021). This report referred to the Town Centre Area (albeit an with a slight variation of the red line boundary) and not the Car Park and Tennis Court Area. The report notes the following:

> *The Car Park and Tennis Court Area was introduced to this project as a mitigation measure to reduce the impact of the reduction in parking in the town as a result of the proposed public realm improvements to be carried out within the red line boundary of the Town Centre Area and to allow for further growth of the area for visitors. To accommodate the tennis club who would be displaced from the town centre area, new tennis courts were proposed also. As a result of addition of these elements after the project commencing, the IAC assessment was not aware of this and did not include these areas. LCC have assessed these areas internally with regards archaeological impact and have no concerns with regards any negative impact. Should this Part 8 application be successful, these areas will be included in further on site archaeological assessment through the inspection of trail pits by a suitably qualified archaeologist.*

5.2.3.1 Town Centre Area

Archaeological Sites

There are 21 archaeological sites listed on the Sites and Monuments Record (SMR) within 200m of the proposed development (note that the red line boundary in the Archaeological Assessment was for an extended area to the now proposed Town Centre Area red line boundary). All of which are scheduled for inclusion on the RMP and detailed in **Table 5-4**. The nearest recorded monument consists of the ZAP for the historic town of Carlingford (LH005-042). As indicated on the Carlingford Composite Map of LCDP – Volume 2 Self Sustaining Towns – Carlingford, the entirety of the Town Centre Area is within the ACA boundary and ZAP.

Three of the archaeological sites are National Monuments including John's Castle (National Monument Number: 249, LH005-042002), Carlingford Dominican friary (National Monument No. 623, LH005-042013) and the Mint (National Monument Number 424, LH005-042008).

Analysis of the aerial photographic record available for the area failed to identify any previously unknown archaeological features in the area.

There are several other features of interest such as jostle stones located on corners of buildings. Their purpose was to divert the wheels of horse drawn carriages around the sharp corners of the buildings.

Other features include a stump of a wall (possibly medieval (Ref. CH16 in Archaeology Assessment) cast-iron water hydrants and vent pipes located within and in the vicinity of the proposed development boundary of the Town Centre Area.

Table 5-4: Recorded Archaeological Sites in the Vicinity of the Town Centre Area (Source: Archaeology Assessment, IAC Archaeology)

SMR / RMP No. / National Monument	Location	Classification	Distance To Proposed Development
LH005-042	Liberties of Carlingford	Historic town	Within the Proposed Development
LH005-042015	Liberties of Carlingford	Building	c.3m
LH005-042009	Liberties of Carlingford	Gatehouse	c.3m
LH005-042006	Liberties of Carlingford	House - medieval	c.4m
LH005-042005	Liberties of Carlingford	Castle - tower house	c.5m
LH005-042014	Liberties of Carlingford	House - medieval	c.20m
LH005-042019	Liberties of Carlingford	Castle - tower house	c.21m
LH005-042021	Liberties of Carlingford	Burial	c.22m
LH005-042008 Nat Mon. 242	Liberties of Carlingford	Castle - tower house	c.28m
LH005-042002 Nat Mon. 249	Liberties of Carlingford	Anglo-Norman masonry castle	c.30m
LH005-042022	Liberties of Carlingford	Souterrain	c.32m
LH005-042004	Liberties of Carlingford	House - medieval	c.33m
LH005-042017	Liberties of Carlingford	Road - road/trackway	c.35m
LH005-042016	Liberties of Carlingford	House - medieval	c.36m
LH005-042010	Liberties of Carlingford	Church	c.36m
LH005-042011	Liberties of Carlingford	Graveslab	c.38m
LH005-042020	Liberties of Carlingford	Graveyard	c.40m
LH005-042012	Liberties of Carlingford	House - 18th/19th century	c.51m
LH005-042018	Liberties of Carlingford	Excavation - miscellaneous	c.62m
LH005-042001	Liberties of Carlingford	Town defences	c.116m
LH005-042013 Nat Mon. 623	Liberties of Carlingford	Religious house - Dominican friars	c.172m

Architectural Sites

There are a number of Protected Structures and Heritage features which lie within the proposed development red line boundary and just outside to the north and south. These are summarised below in **Table 5-5**.

Table 5-5: Protected Structures within Vicinity of the Proposed Town Centre Area (Source: AIAH, Consarc Conservation)

No.	Building & Type	Location	Reg. No.
Protected Structures within Proposed Town Centre Area - Public Realm Area			
1	Taaffe's Castle, Tower House	Lane off Newry Street	LH005-042005
2	Carlingford Tourist Office, Former Railway Station	Greenore Road	13825042
3	Medieval House	Old Quay Lane	n/a
4	The Anchor Bar, Shop	Tholsel Street	13825047
5	Market Street, House	Market Street / Tholsel Street	13825056
6	McArdles Boutique, House	Market Street	13825057
7	Newry Street, House	Newry Street	13825003
9	Allure Hair Studio, House	Newry Street	13825004
9	Eblana House, House	Newry Street	13825055
Protected Structures Adjacent to Proposed Town Centre Area - Public Realm Area			
10	Marian House, House	Newry Street	13825005
11	Newry Street, House	Newry Street	13825006
12	The Boathouse, House	Greenore Road	13825048
13	House	Old Quay Lane / Car Park	13825041
14	The 'Mint', Tower House	Tholsel Street	LH005-042008
15	Tholsel Street, House	Tholsel Street	13825046

Views and Prospects

There are a number of Views and Prospects in Carlingford as set out in Table 8.18 of the LCDP. These are detailed in **Table 5-6** and all centre on the Town Centre Area. These are also listed in the Volume 2 of the LCDP - Self Sustaining Towns – Carlingford (albeit with a different Reference no. VPC 1 to VPC 5).

These Views and Prospects are mapped on the Carlingford Composite Map of LCDP – Volume 2 Self Sustaining Towns – Carlingford.

Table 5-6: Views and Prospects in the Vicinity of the Town Centre Area (Source: LCDP 2021-2027)

Reference No.	Location of View/Prospect	Description of View/Prospect	Location View/Prospect Relative to the Town Centre Area
VP 61/VPC 1	King John's Castle, Carlingford	Views east, south and west of Carlingford Lough, towards Carlingford and Slieve Foye.	View south to the Town Centre Area, located approx. 200m to the south of the castle.
VP 62/VPC 2	Taaffe's Castle, Carlingford	Views north east across Carlingford Lough and towards Northern Ireland and the Mourne Mountains from Taaffe's Castle.	This view is adjacent to the proposed Town Centre Area.
VP 63/VPC 3	Holy Trinity Church, Carlingford Heritage Centre	Views north and east Views towards the Bay and Carlingford Lough.	View north east incorporates the Town Centre Area which is approx. 65m from the proposed Car Park Area.
VP 64/VPC 4	Dominican Friary, Carlingford	View protected into the Dominican Friary with regard to those lands zoned adjacent for town centre use.	View not relevant as in to the friary.
VP 65/VPC 5	Coast and Harbour, Carlingford	Views south towards Carlingford Village and Slieve Foye.	View from the harbour south to the Town Centre Area. Harbour area is adjacent to the Town Centre Area.

Landscape

Much of Carlingford's charm derives from its geographical setting within an Area of High Scenic Quality (AHSQ 1: Feede Mountains and Cooley Area) and adjacent to an Area of Outstanding Natural Beauty

(AONB 1: Carlingford and Feede Mountains)(Refer to Map 8.15 of the LCDP titled Areas of Outstanding Natural Beauty and Areas of High Scenic Quality. Carlingford town is located on the shores of Carlingford Lough with the Cooley Mountains providing a backdrop. Carlingford's medieval layout with its historic landmark buildings are an integral part of its character. It is Carlingford's setting and historic built fabric which make the town unique.

From Map 8.5: Landscape Character Areas of the LCDP, it appears that the Town Centre Area is within Landscape Character Area Carlingford Lough Mountains including West Feede Uplands. Landscape Character Area Carlingford Lough and Mountains including West Feede Uplands is designated with an importance of International.

Scenic Routes are set out in the LCDP on Map 8.20: Scenic Routes, County Louth and Dundalk and in Table 8.19: Scenic Routes, County Louth and Dundalk with Reference Name: Greenore-Carlingford-Omeath which includes the R173 and R176 in around the town of Carlingford. Sections of the R173 and R176 which are subject of works as part of the proposed development form part of the scenic route Ref Greenore-Carlingford-Omeath.

No Landscape and Visual Impact Assessment has been carried out in this Report. Views have been assessed within the Architectural Heritage Impact Assessment (AHIA).

5.2.3.2 Car Park and Tennis Court Area

There are no Recorded Archaeological Sites or Protected Structures identified within the area or in the vicinity. The Car Park and Tennis Court Area is not within the ZAP or ACA boundary.

The nearest feature is a Protected Structure, a Railway Cottage to the south on Ghan Road (Reg No. LHS005-071) approx. 38m. No protected landscape or views are associated with this area.

It appears from Map 8.15 of the LCDP, the Car Park and Tennis Court Area is within an Area of High Scenic Quality (AHSQ 1: Feede Mountains and Cooley Area) and adjacent to an Area of Outstanding Natural Beauty (AONB 1: Carlingford and Feede Mountains). From Map 8.5: Landscape Character Areas of the LCDP it appears that the Car Park and Tennis Court Area is within Landscape Character Area Cooley Lowlands & Coastal Area. Landscape Character Area Cooley Lowlands & Coastal Area is designated with an importance of Local.

The proposed development is adjacent to sections of the R173 and R176 which are subject of the scenic route Ref Greenore-Carlingford-Omeath.

5.3 Type and Characteristics of the Potential Impacts

Having identified the significant aspects of proposed development and the environmental sensitivities of the site and surrounding area in **Section 5.1** and **Section 5.2** above, consideration is given to the likely significant effects of the proposed development on the environmental factors set out in Article 3(1) of the EIA Directive. These environmental factors are:

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; and

e. The interaction between the factors referred to in points (a) to (d).

The likely significant effects identified in respect of these various environmental aspects are described below taking into account as relevant the following:

- The magnitude and spatial extent of the impact;
- The nature of the impact;
- The transboundary nature of the impact;
- The intensity and complexity of the impact;

- The probability of the impact[2];
- The expected onset, duration, frequency and reversibility of the impact[3];
- The cumulation of the impact with the impact of other existing or permitted development; and
- The possibility of effectively reducing the impact.

In describing impacts, reference has been made to the *Guidelines on the information to be contained in Environmental Impact Assessment Reports* (EPA, 2022).

5.3.1 Population and Human Health

The assessment of potential impacts arising from the proposed development on Population and Human Health (PHH) is presented in **Table 5-7** below.

Table 5-7: Assessment of Potential Impacts on Population and Human Health

Aspect of the Impact	Assessment of the Impact
The nature of the impact	The construction of the proposed development, anticipated to take a total of approx. 12 months to complete, will involve the use of machinery on-site and construction-related vehicles travelling to and from site. This may give rise to brief to temporary impacts from noise, dust, vehicle emissions and traffic. There is potential for material in temporary exposed soil/stockpiles to become airborne creating nuisance. Any dust generation is likely to result in slight negative effects on PHH over a brief to temporary duration. The noise associated with construction has potential to impact on the neighbouring properties for the duration of the works. The construction phase will entail brief to temporary isolated traffic management measures due to the presence of construction-related traffic on the public roadways of R173, R176 Greenore Road, Market Street and Newry Street, which may result in temporary impacts on residents, workers, visitors and business owners. Access to properties will be maintained at all times. The predicted potential impact is slight adverse and temporary in nature. There will be partial road closures to facilitate the works. Appropriate traffic control measures will be established to provide adequate separation and protection of work areas from live traffic. There will be a requirement to operate traffic management measures which will be communicated to affected parties in advance. The predicted effects are likely to be minor negative over a brief to temporary duration. There is potential for brief to temporary negative impacts on users of the current amenities such as the playground, toilets, car parking and tennis courts due to closure/relocation of these features. There is potential for a slight positive impact within Carlingford and wider environs, associated with a temporary increase in employment opportunities during the construction of the proposed development. There may be a temporary positive indirect effect on ancillary support services at a local level in terms of building supply services and technical professions. It is also anticipated that the increase in construction workers will have the potential to impact positively on businesses in the vicinity of Carlingford town or in a similar manner to that of ancillary construction support services. This is considered a slight local positive effect of a temporary nature. During the operational phase there will be positive impacts associated with the proposed development in terms of providing a sustainable regeneration of the town. The benefits will include; social and economic benefits associated with attracting visitors to the area, creation of an improved townscape with an emphasis on walkability, rationalization of vehicular movements due to new traffic management measures. These improvements will be a positive long term for the residents, workers, visitors and business owners in the town.

[3] Effects defined as 'Momentary' lasting seconds to minutes, 'Brief' lasting less than a day, 'Temporary' lasting less than a year, 'Short-term' lasting one to seven years, 'Medium-term' lasting seven to fifteen years, 'Long-term' lasting fifteen to sixty years. 'Permanent' lasting over sixty years, 'Reversible' effects that can be undone, for example through remediation or restoration. As per Guidelines on the information to be contained in the Environmental Impact Assessment Reports (EPA, 2022).

Magnitude and spatial extent of the impact	Any potential adverse impacts on PHH during the construction and operational phases of the proposed development will be localised and limited to the immediate environs of the works area and receptors located directly adjacent to the works area, which are within the town, therefore, the magnitude and spatial extent of impacts on PHH are not deemed significant.
The transboundary nature of the impact	Due to the location of the proposed development, there is no potential for transboundary impacts occurring in relation to PHH.
The intensity and complexity of the impact	Based on the characteristics and location of the proposed development, as assessed in **Section 5.1** and **5.2** above, the impacts on PHH are not deemed to be intense or complex. The type of construction proposed would be considered standard, with no novel or complex construction methodologies required. The construction phase is estimated to last for approx. 12 months and adverse impacts will be ameliorated by standard construction management measures (see mitigation measures below). Potential impacts on PHH during the operational phase are also not deemed to be significant.
The probability of the impact	Impacts on PHH during the construction phase are deemed to be likely due to increased traffic movements during construction, generation of dust and vehicle emissions, as well as noise impacts from machinery and vehicle movements. However, as described above, these impacts will be localised in nature, limited to the immediate environs of the proposed development and receptors located directly adjacent to the proposed development, and therefore not deemed significant. During the operational phase, there is some potential for noise impacts to arise from the proposed maintenance. These impacts are unlikely but where they occur, they will be very localised and not deemed significant.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to PHH will be brief to temporary in nature. Impacts will commence when construction machinery is in use on site and will occur across the duration of the construction phase, during daytime hours of 8am to 7pm (Mon to Fri) and 8am to 2pm (Sat). Construction activities that contribute to effects on PHH will be carried out in accordance with construction work best practice and mitigation measures (see below) to ensure that no significant effects on PHH arise. The operational phase will commence once the proposed development is fully constructed and operational. As discussed above, operational impacts are unlikely but where they occur, they will be brief to temporary, very localised, and not deemed significant.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development during construction or operation phase.
The possibility of effectively reducing the impact	The potential effects on PHH during the construction phase of the proposed development will be reduced by ensuring that the hours of work as outlined in **Section 2.2.4**, best practice construction methods and health and safety regulations and guidelines are followed. In addition, the following mitigation measures are proposed during the construction phase: • Industry best practice as it relates to compliance with environmental regulatory requirements will be implemented to ensure no risks to the population working on site, working adjacent to the site during construction or others present in the vicinity of proposed development; • Good construction practice will be implemented at all times on the site to reduce nuisance to residents and visitors, workers and business owners; • Machinery will be fitted where possible with noise reducing features and where not possible, noise screens will be used if appropriate; • Machinery will be turned off when not in use and will be regularly maintained to limit the noise emissions from the site; and • Traffic management measures relating to road opening licenses, public relations and notifications and provisions for pedestrians in agreement with LCC. No mitigation measures are required during the operation of the proposed development.

Conclusion: With the inclusion of the above best practice methods and mitigation measures any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development are not anticipated to have significant effects on PHH.

5.3.2 Biodiversity

The assessment of potential impacts arising from the proposed development on Biodiversity is presented in **Table 5-8** below. A Report to Inform Screening for Appropriate Assessment has also prepared for the proposed development, and provides an assessment of potential impacts on European sites (SAC and SPA) arising from the proposed development. The Report to Inform Screening for Appropriate Assessment has concluded that the proposed development, will not give rise to likely significant effects on any European site, either alone or in-combination with other plans and projects. A Natura Impact Statement (NIS) has therefore not been prepared for the proposed development.

Table 5-8: Assessment of Potential Impacts on Biodiversity

Aspect of the Impact	Assessment of the Impact
The nature of the impact	The proposed development is to be constructed on: • Town Centre Area: Built land (BL3 Buildings and artificial surfaces). • Car Park and Tennis Court Area: Improved grassland with evidence of regular grazing. No habitats within the footprint of the proposed development have affinity to protected habitats or offer any significant supporting value to protected species, including badger or otter. There is evidence of mudflats and sandflats (an Annex I habitat type) adjacent to the site; however, these habitats are considered to be outside the ZoI of the proposed development. The existing habitats (i.e., treelines, grazing pasture, and amenity grassland) are deemed to be of low ecological value. The construction of the proposed development will require removal of trees which, based on available evidence, is a mixture of immature planting of recent origin with occasional mature individual trees. During construction, there is some potential for adverse impacts to surface waters and downstream protected sites, via surface water run-off carrying suspended silt or contaminants into Carlingford Lough. Suspended silt and contaminants can potentially cause degradation of water quality and smother or contaminate habitats and associated communities. Surface water pollution can potentially impact the foraging ability of bird species (including SCI birds of SPAs), due to effects on prey species and associated habitats. Hydrological connectivity exists through the existing network which appears to outfall to Carlingford Lough. However, while the construction of the proposed development has potential to give rise to some silt and/or contaminants, the works are not anticipated to result in a significant amount of run-off into Carlingford Lough. Best practice construction methods and mitigation measures (outlined below) will ensure that significant impacts on surface waters do not arise during construction. The Report to Inform Screening for Appropriate Assessment did not identify the following impacts as resulting in any likely significant effects within the ZoI of the proposed development. These impacts included: • Habitat Fragmentation/Destruction • Surface Water Run-off • Disturbance of Invasive Species • Changes of Groundwater Quality, Yield and/or Flow Paths Soft landscaping will comprise tree planting, raised planters and grass selected to reflect the coastal location and the local environment. The design will endeavour to keep the same percentage green space as the existing scenario. The works will result in a net increase in green space from that provided in the existing scenario.
Magnitude and spatial extent of the impact	The magnitude of impacts on Biodiversity is not deemed significant. The spatial extent of potential habitat removal impact is limited to the immediate environs of the site, within which vegetation removal will be undertaken. The proposed development requires the removal of trees and are not deemed to be of significant ecological value, particularly in the context of the surrounding environment. The spatial extent of potential impacts on water is determined to be the surface water catchment downstream of the proposed development, i.e., Newry, Fane, Glyde and Dee WFD Catchment (ID 06) which Carlingford Lough Coastal waterbody and Mourne Coastal waterbody form part of.
The transboundary nature of the impact	Due to the location and nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring on Biodiversity.
The intensity and complexity of the impact	The intensity and complexity of impacts on Biodiversity arising from the construction of the proposed development are typical in nature to that of similar types of infrastructure projects and developments that utilise standard construction techniques, with no novel or complex construction methodologies. The construction phase is estimated to last for approx. 12 months

	and adverse impacts will be ameliorated by standard construction management measures (see mitigation measures below). Based on the characteristics and location of the proposed development, as assessed in **Section 5.1** and **5.2** above, the impacts on Biodiversity during construction and operation are not deemed to be intense or complex.
The probability of the impact	Given the location of the proposed development with an existing level of disturbance to habitats and species in a town setting, significant impacts on terrestrial biodiversity are deemed to be unlikely. Impacts on surface waters arising from construction activities are deemed to be likely, however these impacts will be minimised with the implementation of best practice construction methods and mitigation measures (outlined below). With the implementation of mitigation measures, residual impacts on surface waters are not deemed to be significant.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to Biodiversity will be temporary in nature. Construction activities that contribute to effects on Biodiversity will be carried out in accordance with construction work best practice and mitigation measures (see below) to ensure that no significant effects arise. The operational phase will commence once the proposed development is fully constructed and operational. The proposed vegetation removal is a permanent and irreversible impact; however, this is not deemed significant.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.
The possibility of effectively reducing the impact	The potential effects on Biodiversity during the construction phase of the proposed development will be reduced by ensuring that best practice construction methods are followed. Mitigation measures during the construction phase include: • At least one month in advance, but no greater than six months in advance, of commencing any enabling or advance works, a pre-construction survey for protected and invasive alien species shall be undertaken (within a suitable season) within the proposed project area, including areas which could not be accessed during the establishment of the baseline. The surveys shall be undertaken by a suitable qualified and experienced ecologist. The ecologist shall also advise, in writing, on any additional relevant protective measures and/or licensing requirements resulting from the preconstruction survey findings. • The timing of vegetation removal for construction shall avoid the breeding bird season (e.g., no removal between 1st March and the 31st August, inclusive). • In the unlikely event that unknown roosting or stranded bats are encountered on the project, works shall immediately cease in that area and the local NPWS Conservation Ranger shall be contacted. If present, bats shall only be removed under licence from the NPWS. • Planting and landscaping will include native Irish species or material origin from the island of Ireland. No mitigation measures are required during the operation of the proposed development.

Conclusion: With the inclusion of the above best practice methods and mitigation measures any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development are not anticipated to have significant effects on Biodiversity.

5.3.3 Water

The assessment of potential impacts arising from the proposed development on Water is presented in **Table 5-9** below.

Table 5-9: Assessment of Potential Impacts on Water

Aspect of the Impact	Assessment of the Impact
The nature of the impact	As outlined in **Section 5.3.2 (Biodiversity)** above, there is some potential for adverse impacts on Water during the construction of the proposed development. The proposed development may give rise to potential for pollution risk to surface waterbodies arising from construction activities, including site clearance, excavations, construction of hardstand and building foundations. Surface water run-off carrying suspended silt and/or contaminants into local watercourses can potentially cause deterioration of water quality, with subsequent negative impacts on downstream aquatic habitats and communities, and the species which depend upon them.

	Watercourses are culverted under the proposed development area and flow into Carlingford Lough. The Town Centre Area is hydrologically connected to Carlingford Lough via surface water drainage network. This will continue to operate as is. The Car Park and Tennis Court Area is hydrologically connected to Carlingford Lough via a 16m distance of overland flow. This area will get a new gully and pipe drainage network tying into the existing network on Ghan Road and discharge via an existing outfall to Carlingford Lough. A release in contaminated surface water has the potential to further reduce the "Moderate" (2013-2018 WFD Status) water quality of Carlingford Lough (Coastal waterbody), resulting in adverse impacts. While the construction of the proposed development has potential to give rise to some silt and/or contaminants, the works are not anticipated to result in a significant amount of run-off into Carlingford Lough. In the event that any small amount of silt and/or contaminants does enter Carlingford Lough during construction, this is not anticipated to be in large enough quantities to significantly impact water quality or aquatic habitats/species (as indicated in the Report to Inform Screening for Appropriate Assessment). Best practice construction methods and mitigation measures (outlined below) will ensure that significant impacts on surface waters do not arise during construction. A Report to Inform Screening for Appropriate Assessment notes that the effects of pollution, from surface water run-off, on SCI species and/or QI habitats and species, during construction and operation of the proposed development are not predicted to result in any likely significant effects within the ZoI of the proposed development. There is unlikely to be a requirement for any substantial water use, which would be for standard construction activities and be drawn from the existing water mains. During operation, the proposed development will increase the amount of paved areas in previously undeveloped areas at the Car Park and Tennis Court Area which will restrict the amount of rainfall that will infiltrate the ground, potentially increasing surface water run-off rates in the area. The Car Park and Tennis Court Area will be connected to a surface water collection system which includes attenuation and petrol/oil interceptors, which avoid potential impacts on surface waters during operation. During the operational phase of the proposed development, the new Traders/Catering Facilities/Kiosk will be connected to the existing watermains/surface water infrastructure, as will the water feature.
Magnitude and spatial extent of the impact	Given the nature and design of the proposed development, the magnitude of impacts on Water are not deemed significant. The spatial extent of potential impacts on Water is determined to be the surface water catchment downstream of the proposed development, i.e., Newry, Fane, Glyde and Dee WFD Catchment (ID 06) which Carlingford Lough Coastal waterbody and Mourne Coastal waterbody form part of.
The transboundary nature of the impact	Due to the location of the proposed development, there is potential for transboundary impacts, however given the nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring on Water.
The intensity and complexity of the impact	The intensity and complexity of impacts on water and drainage arising from the construction of the proposed development are typical in nature to that of similar types of infrastructure projects and developments that utilise standard construction techniques, with no novel or complex construction methodologies. The construction phase is estimated to last for approx. 12 months and adverse impacts on Water will be ameliorated by standard construction management measures (see mitigation measures below). Based on the characteristics and location of the proposed development, as assessed in **Section 5.1** and **5.2** above, the impacts on Water during construction and operation are not deemed to be intense or complex.
The probability of the impact	Impacts on surface waters arising from construction activities are deemed to be likely, however these impacts will be minimised with the implementation of best practice construction methods and mitigation measures (outlined below). With the implementation of mitigation measures, residual impacts on surface waters are not deemed to be significant.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to Water will be brief to temporary in nature. The potential for impacts on surface waters will commence when construction machinery is in use on site and may occur across the duration of the construction phase. Construction activities that contribute to effects on water and drainage will be carried out in accordance with construction work best practice and mitigation measures (see below) to ensure that no significant effects arise. The operational phase will commence once the proposed development is fully constructed and operational. During the operational phase, the proposed surface water collection system will prevent impacts on surface waters.
The cumulation of the impact with the impact of other	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.

existing or permitted development	
The possibility of effectively reducing the impact	The potential effects on Water during the construction phase of the proposed development will be reduced by ensuring that best practice construction methods are followed and contractor requirements in relation to environmental controls are complied with. General mitigation measures during the construction phase include: • The development of containment measures and emergency procedures to deal with accidental spillages in line with best practice. • Solvents and paints used during the construction phase will be stored in temporary bunded areas to minimise any impact on the underlying subsurface strata. • Spill kits will be retained on site, to ensure that any spillages or leakages are dealt with immediately. • Waste residual will be stored within temporary bunded storage areas prior to removal by an appropriate waste disposal contractor for off-site treatment/recycling/disposal. • Procedures for fuel and/or chemical handling and storage were to be developed. Handling and storage areas will be located on an impervious area with a bunding facility capable of handling spills. Specific mitigation measures are required during the construction phase of the proposed development (as taken from the FRA). • Tide levels should be considered during the construction phase in case of water ingress into any excavation required as part of the proposed development. No mitigation measures are required during the operation of the proposed development. The design of the proposed development includes several elements which ensure that impacts on surface waters are avoided, including: • Provision of green space similar to the existing scenario at the Town Centre Area, minimizing the increase in hard-surface areas that would otherwise pose a risk to flooding due to increased load on the existing stormwater network. • Development design and the choice of materials is cognizant of the potential effects of the marine environment and also of potential flooding at the site. • No drainage improvement works (other than rectification of leaks) are proposed as part of this proposed development and so will remain as per the existing condition.

Conclusion: With the inclusion of the above best practice methods and mitigation measures any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on Water.

5.3.4 Land and Soils (including Geology and Hydrogeology)

The assessment of potential impacts arising from the proposed development on Land and Soils (L&S) is presented in **Table 5-10** below.

Table 5-10: Assessment of Potential Impacts on Land and Soils

Aspect of the Impact	Assessment of the Impact
The nature of the impact	As outlined in **Section 5.1.4**, the proposed development is located on existing hardstanding areas (Town Centre Area) and greenfield areas (Car Park and Tennis Court Area) within Carlingford town. The figures of material to be removed are set out in **Section 5.1.1**for the Town Centre Area and the Car Park and Tennis Court Area. The quantities are not of a significant nature. The proposed development requires site clearance and the excavation of topsoil and subsoil, and where possible, excavated materials will be reused on site for construction fill or backfill. Surplus soil will be disposed of off-site to a suitably authorised and licensed disposal/soil recovery facility. Exact quantities of material required for the works have not been determined at this point. Construction activities, involving site clearance and excavation works have the potential to result in soil erosion, increased rainfall run-off and accidental spillage of diesel fuel and hydraulic oil from site machinery. During the construction phase, there is potential for sediment from exposed soil or stockpiles to be carried by wind or water and cause pollution or nuisance at local sensitive receptor locations and waterbodies within the local environment. The waste material arising from excavation works will be stockpiled on site, reused where appropriate, or disposed of at an appropriately licensed facility in accordance with the relevant Waste Management Regulations.

	As a result, site clearance and excavation works are likely to have an imperceptible permanent effect on land and soil within the immediate environment. Any impacts on soils and geology would be localised and contained within the proposed development footprint and therefore, significant effects on soils are not predicted. With regards to impacts on hydrogeology, removal of soil and/or subsoil for development and other proposed underground works could lead to an alteration of groundwater movements in the area or the pathway of the groundwater flow through other materials. Sources of pollution from accidental spillage of fuels/hydrocarbons and construction run-off have the potential to impact on groundwater quality in underlying GWBs. As outlined in **Section 5.2.2**, the proposed development is underlain by the Louth (IEGBNI_NB_G_019) groundwater body which was classed as "Good" and "Not At Risk" in the 2016-2021 WFD review period. This groundwater body supports connectivity to Carlingford Shore SAC and Carlingford Lough SPA. The western half of the Town Centre Area and the Car Park and Tennis Court Area are within Bedrock Aquifer designated as Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones. The impact is considered a slightly negative temporary effect on groundwater due to the proposed development. During the operational phase of the proposed development the presence of additional paved areas in previously undeveloped areas at the Car Park and Tennis Court Area will restrict the amount of rainfall that will infiltrate the ground, potentially increasing surface water run-off rates in the area. Use of petrol interceptors will prevent contaminants from entering the waterbodies. The operational phase of the proposed development has minimal potential for land, soil and geology related impacts.
Magnitude and spatial extent of the impact	The magnitude and spatial extent of potential impacts to land and soils will be limited to the site and immediate receiving environment of the proposed development. The proposed development site comprises a combined area of approx. 2.4ha, which is all within the Carlingford town. The spatial extent of potential impacts on groundwater is limited to the underlying GWB. The magnitude and spatial extent of impacts on land and soils are not deemed significant.
The transboundary nature of the impact	Due to the location of the proposed development, there is potential for transboundary impacts, however given the nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring in relation to land and soils.
The intensity and complexity of the impact	The intensity and complexity of impacts on land and soils arising from the proposed development are typical in nature to that of similar types of infrastructure projects and developments that utilise standard construction techniques, with no novel or complex construction methodologies. The construction phase is estimated to last for approx. 12 months and adverse impacts will be ameliorated by standard construction management measures (see mitigation measures below). Given the scale and nature of the proposed development, as assessed in **Section 5.1** and **5.2** above, the intensity and complexity of impacts on land and soils are not deemed significant.
The probability of the impact	Impacts on land and soils during the construction of the proposed development are deemed to be likely due to the requirement for excavations and installation of underground infrastructure. However, as described above, impacts on land and soils will be limited to the site and immediate receiving environment of the proposed development. Best practice construction methods and mitigation measures (outlined below) will ensure that no significant impacts arise on land and soils, including groundwater. The change in land use and soil loss is a permanent impact, however this impact is not deemed significant in the context of the surrounding environment and existing land uses within Carlingford town. Given the nature and intended uses of the proposed development impacts on land and soils from operational activities are unlikely.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to land and soils will be brief to temporary in nature. Construction activities that contribute to effects on L&S during this period will be carried out in accordance with construction work best practice and mitigation measures (see below) to ensure that no significant effects on L&S arise. Once the proposed development is operational, the permanent change in land use and soil loss is unlikely to be reversed. However as discussed above, ongoing operational impacts on land and soils are unlikely given the nature and location of the proposed development and the spatial extent of potential impacts.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.

The possibility of effectively reducing the impact	The potential effects on land and soils arising from the proposed development will be reduced by ensuring that best practice construction methods are followed are implemented. Mitigation measures proposed for impacts on land and soils include: • All discharged water will be treated and tested as required to prevent any pollutants entering groundwater. Such water will be disposed of as construction site run-off having first passed through a settlement tank or filtration system where appropriate; • Soil excavation and accidental spillage mitigation measures will be in line with those as set out in TII Publications '*Design of Earthwork Drainage, Network Drainage, Attenuation & Pollution Control*' (DN-DNG-03066). • Excavated materials will be re-used on site for construction fill or backfill where possible and where it is confirmed through soil sampling and chemical analysis to be suitable and uncontaminated. • In the event that any excavated material is deemed unsuitable for reuse onsite during the course of the construction works, it will be disposed of off-site to a suitably authorised and licensed disposal facility/recycling operator. • Any topsoil to be retained shall be kept separate from general spoil and in a tidy condition. All soil stored on site shall be covered and silt fencing surrounding the soil to ensure there is no surface water run-off during rainfall events. • Waste arising (including soil) from excavations will be stockpiled on-site at least 50m from the nearest watercourse and removed off-site to an appropriate licensed facility. No mitigation measures are required during the operation of the proposed development.

Conclusion: With the inclusion of the above best practice methods and mitigation measures any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on Land and Soils.

5.3.5 Air, Climate and Noise

The assessment of potential impacts arising from the proposed development on Air, Climate and Noise (ACN) is presented in **Table 5-11** below.

Table 5-11: Assessment of Potential Impacts on Air, Climate and Noise

Aspect of the Impact	Assessment of the Impact
The nature of the impact	The construction of the proposed development will involve the use of machinery on-site, as well as construction-related vehicles travelling to and from site. This machinery and additional traffic may give rise to brief to temporary impacts on air quality as a result of vehicle emissions and generation of dust, particularly in dry and windy weather conditions. According to the NRA/TII *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes* (NRA/TII, 2011), the distance for effects from dust emissions of a minor to moderate sized construction site is between 10m and 50m. The significance of impacts due to dust and vehicle emissions from construction traffic is dependent on the number of additional vehicular movements anticipated, and the proximity of sensitive receptors to site access routes. Given the location of the proposed development within Carlingford town, particularly the Town Centre Area there are sensitive receptors, such as residential properties within 50m of the site. Given the scale, nature and location of the proposed construction works, coupled with the distance between the site and sensitive receptors, it is estimated that any potential effects on ACN will be brief to temporary and slight to moderate adverse. Construction activities, such as excavations and movement of construction traffic and machinery, will also give rise to noise impacts. However, such impacts would be brief to temporary in nature and would give rise to a slight to moderate increase in background noise levels. During the operational phase, the proposed development has minimal potential for ACN related impacts. Potential noise impacts associated with operational activities are anticipated to be imperceptible and not significant, given the nature of the maintenance works. The operational noise from the users of the car park, playground and landscaping areas will be similar to that which currently exists. The Car Parking and Tennis Court area will see an increase in ACN associated with users of the tennis courts and car park. As the operational activities are all relocations of existing operations, there will be no major increase in traffic volumes associated with the operation of the proposed development, so no increase in emissions from operational traffic will occur.

Magnitude and spatial extent of the impact	The spatial extent of impacts on Air Quality during construction is within 50m of the site boundary. Some dust will be produced during the construction phase and machinery may give rise to pollutants; however, the construction phase will operate in line with construction standards and will not lead to exceeding Ambient Air Quality Standards in Directives 2008/50/EC or 2004/107/EC. Best practice construction methods and mitigation measures (outlined below) will contribute to minimising the potential for dust and emissions to occur. There is potential for noise impacts to arise during construction, however these will be localised and limited to the footprint of the proposed development and immediate surrounding environment. As outlined above, the operational phase of the proposed development has minimal potential for ACN related impacts. Overall, the magnitude and spatial extent of impacts on ACN are not deemed significant.
The transboundary nature of the impact	Due to the location of the proposed development, there is potential for transboundary impacts, however given the nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring in relation ACN.
The intensity and complexity of the impact	The intensity and complexity of impacts on ACN arising from the construction of the proposed development are typical in nature to that of similar types of infrastructure projects and developments that utilise standard construction techniques, with no novel or complex construction methodologies. The construction phase is estimated to last for approx. 12 months and adverse impacts on ACN will be ameliorated by standard construction management measures. Based on the characteristics and location of the proposed development, as assessed in **Section 5.1** and **5.2** above, the impacts on ACN during construction and operation are not deemed to be intense or complex.
The probability of the impact	Impacts on ACN during the construction of the proposed development are deemed likely due to generation of dust and vehicle emissions, as well as noise impacts from machinery and vehicle movements. However, as described above, these impacts will be localised in nature, limited to the immediate environs on the site of the proposed development and receptors within 50m of the site, and therefore not deemed to be significant. During the operational phase, there is some potential for noise impacts to arise from the proposed development, associated with operational activities. These impacts are unlikely but where they occur, they will be very localised and not deemed significant.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to ACN will be brief to temporary in nature. Impacts will commence when construction machinery is in use on site and will occur across the duration of the construction phase, during daytime hours of 8am to 7pm (Mon to Fri) and 8am to 2pm (Sat). Construction activities that contribute to effects on ACN will be carried out in accordance with construction work best practice measures to ensure that no significant effects on ACN arise. The operational phase will commence once the proposed development is fully constructed and operational. As discussed above, operational impacts are unlikely but where they occur, they will be temporary, very localised, and not deemed significant.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.
The possibility of effectively reducing the impact	The potential effects on ACN during the construction phase of the proposed development will be reduced by ensuring that best practice construction methods are followed, and environmental regulations and guidance are complied with. Once operational, there will be no significant negative impacts arising from the proposed development on ACN. No mitigation measures are required for the operational phase.

Conclusion: With the inclusion of the above best practice methods any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on ACN.

5.3.6 Material Assets

The assessment of potential impacts arising from the proposed development on Material Assets (MA) is presented in **Table 5-12** below.

Table 5-12: Assessment of Potential Impacts on Material Assets

Aspect of the Impact	Assessment of the Impact
The nature of the impact	The main impact in respect of MA is traffic generated from the proposed construction works on the internal road network of Carlingford town and the roads in the immediate surrounding environment. The construction of the proposed development will give rise to an increase in construction-related traffic on the local roadways, throughout the construction period of approx. 12 months. During site clearance and preparation, the construction of the proposed development will also involve some diversions of utilities/services, which may have a brief to temporary impact on MA. However, these impacts are considered to be brief to temporary in duration and are not considered to have a significant impact on MA. The proposed development comprises traffic and pedestrian management measures to improve the public realm of the town. As the operational activities are all relocations of existing operations, there will be no major increase in traffic volumes associated with the operation of the proposed development, compared to the existing baseline traffic volumes within Carlingford town. Therefore, impacts on MA during the operational phase are not anticipated.
Magnitude and spatial extent of the impact	Any potential adverse impacts on MA during the construction and operational phases of the proposed development will be localised and limited to the immediate environs on the site and internal road network within Carlingford town. Therefore, the magnitude and spatial extent of impacts on MA are not deemed significant.
The transboundary nature of the impact	Due to the location of the proposed development, there is not considered to be any risk of transboundary impacts occurring in relation MA.
The intensity and complexity of the impact	The intensity and complexity of impacts on MA are low based on the assessments set out in **Section 5.1** and **5.2** above. As such, the intensity and complexity of impacts on MA is not deemed significant.
The probability of the impact	Impacts on MA arising from the construction of the proposed development are deemed to be likely due to utilities diversions and the presence and movement of construction traffic and machinery and potential for impact on the local road network. However as outlined above, these impacts are not deemed significant. During the operational phase, impacts on MA are deemed to be unlikely**,** given that there will be no major increase in vehicle numbers associated with the operation of the proposed development.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts related to MA will be brief to temporary in nature. Impacts will commence when construction vehicles and machinery are in use on site and will occur across the duration of the construction phase, during daytime hours of 8am to 7pm (Mon to Sat) and 8am to 2pm (Sat). Construction activities that contribute to effects on MA will be carried out in accordance with construction work best practice and mitigation measures (outlined below) to ensure that no significant effects on MA arise. The operational phase will commence once the proposed development is fully constructed and operational. As discussed above, operational impacts are unlikely but where they occur, they will be brief to temporary, very localised, and not deemed significant.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.
The possibility of effectively reducing the impact	The potential effects on MA during the construction phase of the proposed development will be reduced by ensuring that best practice construction methods are followed and complied with. In addition, the following mitigation measures are proposed during the construction phase: • If disruption to utility services is necessary for the completion of the works, it shall be kept to a minimum and shall take place, as far as possible, during off-peak use hours. • Good communication with residents and business owners at all times and particularly in relation to access issues. No mitigation measures are required during the operation of the proposed development.

Conclusion: With the inclusion of the above best practice methods any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on MA.

5.3.7 Archaeology and Cultural Heritage

The assessment of potential impacts arising from the proposed development on Archaeology and Cultural Heritage (ACH) is presented in **Table 5-13** below.

Table 5-13: Assessment of Potential Impacts on Archaeology and Cultural Heritage

Aspect of the Impact	Assessment of the Impact
The nature of the impact	As outlined in **Section 5.1** and **5.2**, it is noted that the proposed development is to be carried out within the historic town of Carlingford. The entirety of the Town Centre Area is within the ZAP and the ACA. **Archaeology: Table 5-4** lists known archaeological sites with the Town Centre Area. The Archaeology Assessment notes that the following: • The aspects of the proposed development have the potential to impact on archaeological features or deposits include repaving of footpaths, full road reconstruction, in-ground planting, installation of boxes for bollards/lights/communications, additional drainage gullies, service ducts, gully pots and new connections to sewer network. • Whilst it is clear that the proposed development footprint has been subject to development and disturbance during the post-medieval and modern periods it is not clear how this disturbance may have affected the archaeological resource. • With such a significant amount of medieval fabric surviving throughout the streetscape of Carlingford, there is high potential for any ground works to have an adverse impact on any surviving below ground archaeological remains. • The southern return wall to Taaffe's Castle (Ref No. CH25 in the Archaeology Report and SMR/RMP Ref. No. LH005-042005) would originally have crossed the footpath and the road to the south may survive at a shallow depth beneath these modern surfaces. • The occurrence of portions of a possible medieval wall on Market Street/Dundalk Street (Ref No. CH16 in the Archaeology Assessment) which partially projects up through the footpath, indicates that there is strong potential for archaeological features to exist at extremely shallow depths immediately beneath the road and footpath surfaces. • Carlingford retains most of its historic character. The town displays a large number of jostle stones to buildings which are located on corners. Any form of ground works around these may dislodge, damage or remove them from their original location and should be avoided as they form integral elements of the streetscape. • Any ground disturbances below the modern road levels and footpaths, such as the excavation of service diversions or pits for tree planting etc., may have an adverse impact on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground surface level. • Given the results of the assessment the proposed development area is considered to possess a moderate archaeological potential. **Architecture: Table 5-5** list known protected architectural sites associated with the Town Centre Area. The proposed works for the Town Centre Area fall within the Carlingford ACA. No demolition or significant modification of any Protected Structures is proposed. As works will be confined to public realm works, it is not anticipated that any original features will be affected. The AHIA notes the works, centered on public realm, are for the spaces between the buildings rather than to buildings. The works do not include any building development, modification, alteration, or extension affecting a protected structure or its setting other than changes to surface materials which will be for appropriately selected traditional and natural materials. There is no potential for impacts on ACH during the operational phase of the proposed development.
Magnitude and spatial extent of the impact	The works do not include any building development, modification, alteration, or extension affecting a protected structure or its setting other than changes to surface materials which will be for appropriately selected traditional and natural materials. Therefore, the magnitude and spatial extent of the impacts on ACH are not significant.
The transboundary nature of the impact	Due to the location and nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring on ACH.
The intensity and complexity of the impact	No demolition or significant modification of any Protected Structures is proposed. As works will be confined to public realm works, it is not anticipated that any original features will be affected. Settings and curtilages will only be affected by changes to materials and these changes are expected to have a positive effect on they Protected Structures. Significant impacts are not anticipated.

The probability of the impact	Given the significant amount of medieval fabric surviving throughout the streetscape of Carlingford, there is high potential for any ground works to have an adverse impact on any surviving below ground archaeological remains.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months. Therefore, in the extremely unlikely event that impacts on ACH arise during the construction phase, these will be brief to temporary in nature. There is no potential for impacts on ACH during the operational phase of the proposed development.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.
The possibility of effectively reducing the impact	The following mitigation measures are set out in the Archaeology Assessment and will be implemented to prevent adverse impacts on Archaeology. • Reconstruction works should be sympathetic to the historic character that the town of Carlingford possesses. • It is recommended that all ground disturbances that result in excavations which are associated with the proposed scheme be monitored by a suitably qualified archaeologist. If any features of archaeological potential are discovered during the course of the works further archaeological mitigation may be required, such as preservation in-situ or by record. Any further mitigation will require approval from the National Monuments Service of the DHLGH. • In the absence of an assessment of the Car Park and Tennis Court Area, LCC have assessed these areas internally with regards to archaeological impact and have no concerns with regards any negative impact. Should this Part 8 application be successful, these areas will be included in further on site archaeological assessment through the inspection of trail pits by a suitably qualified archaeologist. An Architectural Impact Assessment (AHIA) report has been completed which informed the design work for the public realm works (Town Centre Area) to ensure that the Protected Structures and other heritage structures within the ACA were properly considered. The AHIA notes that the works will improve and enhance the setting of the ACA and the Protected Structures by the introduction of more high-quality traditional materials. The Town Centre Area works both improve the physical setting and allow the pedestrian visitor to more easily appreciate the heritage at close quarters.

Conclusion: With the inclusion of the above best practice methods and compliance with environmental regulations any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on ACH.

5.3.8 Landscape and Visual Amenity

The assessment of potential impacts arising from the proposed development on Landscape and Visual Amenity (LVA) is presented in **Table 5-14** below.

Table 5-14: Assessment of Potential Impacts on Landscape and Visual Amenity

Aspect of the Impact	Assessment of the Impact
The nature of the impact	**Table 5-6** lists the Views and Prospects in the vicinity of the Town Centre Area. Carlingford is a medieval town renowned for its rich and varied natural and built heritage. Much of Carlingford's charm derives from its geographical setting at the foot of Cooley Mountains along a narrow ledge of land where the mountain slopes meet Carlingford Lough. The town of Carlingford is within an Area of High Scenic Quality (AHSQ 1: Feede Mountains and Cooley Area) and adjacent to an Area of Outstanding Natural Beauty (AONB 1: Carlingford and Feede Mountains). This proposed development area is within the business district and built up area of the town. It appears that the Town Centre Area is within Landscape Character Area Carlingford Lough Mountains including West Feede Uplands designated with an importance of International. It appears that the Car Park and Tennis Court Area is within Landscape Character Area Cooley Lowlands & Coastal Area. Landscape Character Area Cooley Lowlands & Coastal Area is designated with an importance of Local. This area is within the town settlement boundary but is currently green open space.

	The proposed development will comprise new features within this landscape. The proposed development site itself is currently comprised of: **Town Centre Area:** The site currently contains a tennis court, car park, playground, green open space and the laneways/roads within commercial areas. This area is within the commercial and built up area of Carlingford town. In the context of the surrounding environment this area will mainly experience a reconfiguration of the existing structures. The car park will be removed and replaced – albeit to a smaller scale. The playground will be removed and reinstalled once the public realm works are completed. The toilet block will be demolished and rebuilt. The tennis courts will be removed and relocated to the Car Park and Tennis Court Area. There are 4 views from **Table 5-6** above which have potential to be impacted by the proposed development (Town Centre Area), namely that of VPC 1, VPC 2, VPC 3, VPC 5. Sections of the R173 and R176 which are subject of works as part of the proposed development form part of the scenic route Ref Greenore-Carlingford-Omeath. **Car Park and Tennis Court Area:** Currently this site is green space/agricultural land. This area will facilitate additional car parking spaces and the tennis courts. This area will see a change in that the green space will be removed to facilitate the car park and tennis courts. During the construction phase, there will be a minor, local impact on LVA due to the presence of additional construction-related traffic and machinery travelling to and from the site.
Magnitude and spatial extent of the impact	The magnitude and spatial extent of potential impacts to LVA will be limited to the 2 sites and immediate surrounding environment of the proposed development, within the town of Carlingford. The magnitude and spatial extent of impacts on LVA are not deemed significant.
The transboundary nature of the impact	Due to the location and nature of the proposed development, there is not considered to be any risk of transboundary impacts occurring on LVA.
The intensity and complexity of the impact	The intensity and complexity of impacts on LVA are low based on the assessments set out in **Section 5.1** and **5.2** above. As such, the intensity and complexity of impacts on LVA are not deemed significant.
The probability of the impact	Impacts on LVA arising from the construction of the proposed development are deemed to be likely due to the presence and movement of construction traffic and machinery during the construction phase. However, these impacts will be localised, brief to temporary and not deemed significant. Impacts on LVA during the operational phase are also deemed to be likely, however as assessed above, these impacts are not significant given the nature and location of the proposed development and in the context of the surrounding built-up environment of Carlingford town.
The expected onset, duration, frequency and reversibility of the impact	The construction phase of the proposed development is anticipated to last for a period of approx. 12 months, so impacts to LVA associated with the presence of construction traffic and machinery will be brief to temporary in nature. Once the proposed development is operational, the permanent change in landscape is irreversible. Impacts on LVA will be permanent, however as assessed above, these impacts are not significant given the nature and location of the proposed development and in the context of the surrounding built-up environment of Carlingford town. The proposed changes to the landscape and views will provide a permanent positive impact.
The cumulation of the impact with the impact of other existing or permitted development	No projects were identified that are likely to give rise to a cumulative impact in-combination with the proposed development.
The possibility of effectively reducing the impact	A Landscape and Visual Impact Assessment should be carried out on at detailed design stage. The detailed design should consider any mitigation proposed from the Landscape and Visual Impact Assessment.

Conclusion: With the inclusion of the above best practice methods and mitigation measures any potential impacts arising from the proposed development are reduced. The construction or operation of the proposed development is not anticipated to have significant effects on LVA.

5.3.9 Projects for Cumulative Assessment

The proposed development has been considered in combination with other projects or activities for existing or consented projects within the area which by addition, could give rise to additional, or more significant effects have also been considered. These are discussed in further detail below.

5.3.9.1 Planning Applications and EIA Portal

The proposed development was considered in combination with other plans and projects in the area that could result in cumulative effects on the environment. In order to undertake this review, data sources including the LCC planning enquiry search and general information sections, An Bord Pleanála planning search function, the Department of Housing, Planning and Local Government's EIA Portal, the EPA website, Health Safety Authority (HSA) website (for nearby Tier 1 and Tier 2 Seveso sites) and the LCDP were examined.

The online planning system for LCC was consulted on 11th March 2023 for permitted planning applications within 2km of the proposed development, over the past 24 months. There are several granted planning applications in the vicinity. The identified projects are broadly related to small scale residential developments, as well as various forms of commercial development within Carlingford town. Projects identified which might have the potential for cumulative impact with the proposed development are assessed in **Table 5-15** below.

Table 5-15: Permitted Planning Applications Submitted to Louth County Council over the Past 24 Months within 2km of the Proposed Development

Planning Application Reference Number	Brief Development Description	Location	Application Status/ Outcome	Grant Date	Distance and Direction from Proposed Development	Potential for in-combination impacts with the proposed development?
21656	Planning Permission for works to a Protected Structure consisting of (a) demolition of existing extension (b) construction of a single storey, mono pitch rear extension and all associated site development works (Protected Structure RPS No. LHS005-026).	Ceol-Na-Mara, 15 Newry Street, Carlingford Co. Louth.	Granted	09/08/2021	Town Centre Area: 100m Car Park and Tennis Court Area: 814m	This protected structure is set back 100m from the proposed works. No in combination impacts are anticipated. Access will remain to this property during the duration of the construction phase.
21728	EXTENSION OF DURATION OF 16/852 - Permission for development of a managed step down housing community with support facilities. The proposed development will consist of 30 no managed residential units, and associated ancillary facilities.	Liberties, Old Dundalk Road, Carlingford Co Louth	Granted	05/08/2021	Town Centre Area: 856m Car Park and Tennis Court Area: 785m	Accessed via Dundalk Road and located within a greenfield area to the south of the Town Centre Area. No in combination impacts are anticipated.
21940	Permission for the change of use from an existing commercial unit to a proposed new dwelling house. The proposed development involves the part demolition and modifications to the existing commercial unit to include a new structural steel frame with metal roof and wall cladding together with the construction of a new two story dwelling house with all sundry and associated site development works.	Dundalk Street, Carlingford, Co Louth	Granted	18/10/2021	Town Centre Area: 38m Car Park and Tennis Court Area: 819m	Located to the west of the Town Centre Area on Dundalk Street and can be accessed from same. No in combination impacts are anticipated.
2280	Permission for the material change of use of part of the existing property from its current use as a sailing club with leisure facilities to an office building. These works will include the construction of external steps, an entrance canopy, signage and all other ancillary site works.	Carlingford Sailing Club, Ghan Road, Carlingford Co. Louth	Granted	25/04/2022	Town Centre Area: 333m Car Park and Tennis Court Area: 357m	This site can still be accessed via Ghan Road over the duration of the Town Centre Area works. No in combination impacts are anticipated.
22701	Permission for an extension to the existing nursing home consisting of a new two storey	Carlingford Nursing Home, Old	Granted	23/02/2023	Town Centre Area: 814m	This site can still be accessed via Dundalk Road over

Planning Application Reference Number	Brief Development Description	Location	Application Status/ Outcome	Grant Date	Distance and Direction from Proposed Development	Potential for in-combination impacts with the proposed development?
	extension to the west side of the site along with a new external plant room to the north, landscaping, new bicycle shelter and minor alterations to land profiles, an increase in parking provision from 33no. to 51no. spaces and all associated works.	Dundalk Road, Carlingford Co Louth			Car Park and Tennis Court Area: 803m	the duration of the Town Centre Area works. No in combination impacts are anticipated.
22771	Permission for amendments to previously granted visitors centre granted under planning ref. no. 19/82 to include store and staff toilets and all associated site development works.	Ghan Road, Carlingford, Co Louth	Granted	19/12/2022	Town Centre Area: 404m Car Park and Tennis Court Area: 224m	This site can still be accessed via Ghan Road over the duration of the Town Centre Area works. No in combination impacts are anticipated.
22943	Permission for 1. the change of use of the ground floor area of an existing self-catering accommodation building with stores to a 'distillery museum', tea station to include ancillary toilet facilities and stores; 2. the change of use of 4 no. bedrooms to 6no. self-catering bedsits and 3. Associated site development works.	Newry Street, Carlingford, Co. Louth	Further Information	N/A	Town Centre Area: 11m Car Park and Tennis Court Area: 752m	Located just to the north of the existing tennis courts and accessed via Newry Street . This site can still be accessed over the duration of the Town Centre Area works. No in combination impacts are anticipated.
2373	Planning Permission for construction of new 2-storey dwelling and associated site works at Dundalk st, Trinity Close, Carlingford.	Dundalk Street, Trinity Close, Carlingford	Pre-Validation	N/A	Town Centre Area: 157m Car Park and Tennis Court Area: 733m	Accessed off Dundalk Street. This site can still be accessed over the duration of the Town Centre Area works. No in combination impacts are anticipated.
2382	Permission for 1. completion of works previously granted permission under planning ref. no. 16/662 and ABP Ref. No. PL15.248948; 2. an extension to the existing restaurant area with a new balcony and external escape stairs; 3. modifications and alterations.	Jordan's Bar and Restaurant, Newry Street, Carlingford Co. Louth	Pre-Validation	N/A	Town Centre Area: 16m Car Park and Tennis Court Area: 769m	Accessed off Newry Street and access will be maintained during the construction phase.

As described on the Department of Housing, Planning and Local Government's (DoHPLG) EIA Portal, there are no developments within 14km of the proposed development. The closest development is approximately 14.1km south west of the proposed development; an application for the 483 no. dwellings proposed by Kingsbridge Consultancy Limited at Blackrock Road, Haggardstown, Blackrock, Dundalk, County Louth (EIA Portal ID: 2019092; ABP Reference: ABP-304782-19).

The potential for cumulative impacts with other projects and activities in the wider environment relates primarily to the construction phase of the proposed development. The construction of any identified projects at the same time as the proposed development could give rise to additional dust, noise and vibration, nuisance and disruption to the local road network or potential for contaminated surface water to be discharged to local watercourses, but there is no real likelihood of significant cumulative effects.

All granted planning applications have already been assessed for significant effects on the environment as part of the planning process and are only granted if they demonstrate no significant effects on the environment and demonstrate that they adhere to proper planning and sustainable development. Furthermore, compliance with environmental regulatory requirements, best practice construction guidance also ensures that there is no potential for significant likely cumulative impacts during the construction and operation of the proposed development.

In considering the potential for environmental impact arising from the proposed development in combination with other plans or projects within the area, it can be reasonably concluded that there will be no potential for significant cumulative effects to arise.

6 CONCLUSION

The purpose of this EIA Screening Report is to provide Louth County Council with the information to allow a determination to be made on whether the proposed development is likely to have significant effects on the environment or not.

As outlined in the preceding sections, it is considered that the proposed development is not a type of development listed as requiring mandatory EIA in Annex I of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and as transposed into Irish legislation. The proposed development is of a type of development listed in Annex II as transposed into Irish legislation however, it does not meet or exceed thresholds prescribed. As such the proposed development is regarded as requiring sub-threshold screening in accordance with the EIA Directive.

This Screening Report therefore provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and II.A of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

This EIA Screening Report has considered the proposed development in terms of (i) Characteristics of Proposed Development, (ii) Location of Proposed Development and (iii) Characteristics of Potential Impacts, in accordance with the DEHLG Guidance Document, Schedule 7 of the EIA Regulations in determining whether the development would or would not be likely to have significant effects on the environment.

Following the sub-threshold assessment outlined in **Section 5**, it is considered that there are no likely significant environmental effects from the proposed works. As such, it is concluded that EIA is not required.

7 REFERENCES

DEHLG (2003) EIA Guidance for Consent Authorities regarding Sub-Threshold Development. Department of Environment, Heritage and Local Government.

DEHLG & OPW (2009) Planning System and Flood Risk Management Guidelines for Planning Authorities. Department of Environment, Heritage and Local Government and the Office of Public Works.

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Fossitt, J.A. (2000) A Guide to Habitats in Ireland. The Heritage Council, Kilkenny.

LCC (2021) Louth County Development Plan 2021-2027. Louth County Council.

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