

Preliminary Examination		
Planning Reference:	P8/22/07	
Site location:	R639 within the townlands of Owen's and Bigg's-Lot, Spafield and Ashwell's – Lot, Cashel	
Proposed Development:	<p>The scheme will improve active travel arrangements on the existing R639. The scheme commences at the existing pedestrian crossing north of the R639 / N74 Roundabout and extends to the junction of Deerpark Road, a distance of approximately 1 km.</p> <p>The project will include the installation of cycle and pedestrian infrastructure to improve active travel connectivity along the R639 (Cahir Road) in Cashel.</p>	
Examination		
	Yes / No/ Uncertain	Comment
Is the size of the development exceptional in the context of the existing environment?	No	Development small in scale relative to mandatory EIA threshold
Is the proposed development located on, in, adjoining, or have the potential to impact on a sensitive site or location?	No	Site carries no environmental designations. Over 3.7km to the Lower River Suir SAC
Will the development result in the production of any significant waste, or result in emissions or pollutants?	No	No significant operational impacts anticipated to arise from the development
Conclusions		
<p>Based on a preliminary examination of the nature, size or location of the development, is there a real likelihood of significant effects on the environment?</p> <p>The proposed development does not fall under Schedule 5, Part 1. The projects under Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects.</p> <p>With regards to Part 2 projects, the categories and thresholds were examined. The proposed development falls under the following category:</p> <p>10. 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.</p> <p>(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)</p> <p>The proposed development is defined as an urban development in a business district. However, the development is <2ha and therefore, an EIAR has not been automatically triggered for this proposed development.</p> <p>The characteristics of the proposed development are not considered to result in a significant impact on the environment by virtue of their size, nature, or operational activities. The works entail improvement of existing footpaths and new cyclelanes to provide a safer urban space for pedestrians and cyclists. Best practice guidelines will be adhered to during the construction in order to minimise the probability of impacts on the surrounding environment.</p>		

There is no real likelihood of significant effects on the environment	EIAR not required	√
There is significant and realistic doubt in regard to the likelihood of significant effects on the environment	Screening Determination Required	
	Schedule 7A information required?	
There is a real likelihood of significant effects on the environment	EIAR is required	
Name:	Gillian Flynn	Date: 07/07/2022
Position	A/Senior Executive Engineer, Active Travel	