

Dún Laoghaire-Rathdown County Council

Living Streets: Coastal Mobility Route

EIA Screening report

June, 2023



Document Control Sheet

Client:	Dún Laoghaire-Rathdown County Council
Project Title:	Living Streets: Coastal Mobility Route
Document Title:	EIA Screening Report
File Name:	22410-BTL-XX-CMR-RP-EN-00110_EIA_Screening_report_CMR

Document Revision				Document Verification			
Issue Date (DD/MM/YY)	Revision Code	Suitability Code	Author (Initials)	Checker (Initials)	Reviewer As Per PMP (Initials)	Approver As Per PMP (Initials)	Peer Review (Initials or N/A)
17/05/23	P01	S03	DD	JF	JF	RC	CM
06/06/23	P02	S03	DD	JF	JF	RC	CM
27/06/2023	P03	SO3	DD	RC	RC	RC	-

Table of Contents

SECTION 1:	INTRODUCTION.....	1
SECTION 2:	DESCRIPTION OF PROPOSED DEVELOPMENT	2
2.1	Site Context	2
2.2	Policy Context	4
2.3	Overview of the Proposed Scheme.....	5
	Newtown Avenue	5
	Crofton Road and Queens Road.....	6
	Coal Quay Bridge	6
	Marine Road and Harbour Road Junction	6
	Park Road and Windsor Terrace.....	6
	Sandycove Avenue	6
SECTION 3:	LEGISLATIVE CONTEXT	7
3.1	Introduction	7
3.2	EIA Directive	7
3.3	National Legislative Framework for EIA	8
3.4	Mandatory EIA	9
3.5	EIA Screening Criteria for Sub-Threshold Development.....	11
3.6	Guidance.....	13
	OPR Practice Note PN02 Environmental Impact Assessment Screening 2021.....	14
SECTION 4:	EIA SCREENING METHODOLOGY	15
4.1	Step 1. Understanding the Proposal	15
	Is the proposal a 'project' within the meaning of the EIA Directive?	15
	Is the project a 'sub-threshold development'?	15
4.2	Step 2. Preliminary Examination	16
4.3	Step 3. Formal Screening Determination	19
SECTION 5:	CHARACTERISTICS OF PROJECT	20
5.1	The size and design of the whole project	20
	5.1.1 Cycle Track and Cycle Lane Construction Details	20
	5.1.2 Alterations to current drainage systems	20
	5.1.3 Demolition works required to existing road and footpaths.....	21
	5.1.4 Management of Trees and Grassland	21
	5.1.5 Traffic.....	21
5.2	Cumulation with other existing and/or approved projects.....	21
5.3	The use of natural resources in particular land, soil, water, and biodiversity	24
5.4	The production of waste	24
5.5	Pollution and nuisances.....	24
5.6	The risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge.	29
5.7	The risks to human health (for example due to water contamination or air pollution).....	30
SECTION 6:	LOCATION OF PROJECT	31
6.1	The existing and approved land use	31
6.2	The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground..	31
6.3	The absorption capacity of the natural environment, paying particular attention to the following areas	33
	Wetlands, riparian areas, and river mouths.....	33
	Coastal zones and the marine environment	33
	Mountain and forest areas.....	33
	Nature and reserve parks	33

Areas classified or protected under national legislation, including areas classified or protected under national legislation; Natura 2000 areas designated by member states pursuant to directive 92/43/EEC and directive 2009/147/EC; Special Protection Areas designated pursuant to directives 2009/147/EC and 92/43/EEC..... 34

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 there is such a failure 34

Densely populated areas 34

Landscapes and sites of historical, cultural, or archaeological significance..... 34

SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT 38

7.1 The magnitude and spatial extent of the impact 38

7.2 The nature of the impact..... 38

7.3 The transboundary nature of the impact..... 38

7.4 The probability of the impact..... 38

7.5 Traffic and Transport 38

7.6 Air Quality 39

7.7 Noise and Vibration 39

7.8 Population and Human Health 40

7.9 Biodiversity..... 40

7.10 Water 41

7.11 Land, Soils, Geology and Hydrogeology 41

7.12 Archaeology, Architectural and Cultural Heritage 41

7.13 Landscape and Visual 43

7.14 Waste and Resources 43

7.15 Material Assets..... 43

7.16 Cumulative Effects 44

SECTION 8: CONCLUSION 45

APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST 38

APPENDIX 2: COASTAL MOBILITY ROUTE DESIGN 38

APPENDIX 3: DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN MAP 39

Table of Figures

Figure 2. 1: Location of the proposed scheme (Base map Source: Open Street Map).....2
Figure 2. 2: Scheme Extents (Base map Source: Bing Virtual).....3

Figure 5. 1: NPWS Protected Sites within 15km of the proposed scheme (Source: NPWS online mapping)
.....25
Figure 5. 2 Waterbody Status and Water Quality in vicinity of the proposed scheme (Source: EPA Mapping)
.....28

Figure 6. 1: Bedrock Geology (Map Source: Geological Survey Ireland)32
Figure 6. 2: Bedrock Aquifer (Map Source: Geological Survey Ireland)32
Figure 6. 3: Architectural Heritage and Monuments (Source: National Monuments Service ‘Historic
Environment Viewer’)35

Table of Tables

Table 3. 1: Summary of Legislative Requirements for EIA Screening.....10

Table 4. 1 Preliminary Examination16
Table 4. 2 Conclusion of Preliminary Examination17

Table 5. 1 Special Areas of Conservation (SPA) within 15km of proposed scheme.....25
Table 5. 2 Special Protection Areas (SAC) within 15km of proposed scheme26
Table 5. 3 Proposed Natural Heritage Areas (pNHA) within 15km of proposed scheme26
Table 5. 4 Waterbody Status and Water Quality in vicinity of the proposed scheme28

Table 6. 1: Sites and Monuments Record in proximity to the proposed scheme35

SECTION 1: INTRODUCTION

Barry Transportation (BT) has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) for the Living Streets– Coastal Mobility Route. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive¹. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the proposed Living Streets – Coastal Mobility Route should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the scheme.

The document sets out the methodology employed to complete the screening exercise and sufficient information to enable the relevant authorities, DLRCC, to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

Further information on the background summary of the location, the general overview of the proposed development and the purpose of the report is provided in the Section 2.1.

¹ Directive (2011/92/EU) of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 (hereafter, EIA Directive).

SECTION 2: DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Context

The site of the proposed works is located in Dun Laoghaire, Co. Dublin. The proposed works commence at Seapoint Avenue Junction and continues to Sandycove forty-foot swimming area. The total works length is 4.5km of roads, 3.6km of which is segregated for cyclists. To the east of the proposed works is South Dublin Bay. To the north of the proposed works is Dublin Bay and Dun Laoghaire Harbour. To the west, and south are existing roads, railway lines and residential/ public buildings. The site is accessed via the N31. Refer to Figure 2. 1 and Figure 2. 2 for location and extents of the proposed scheme respectively.

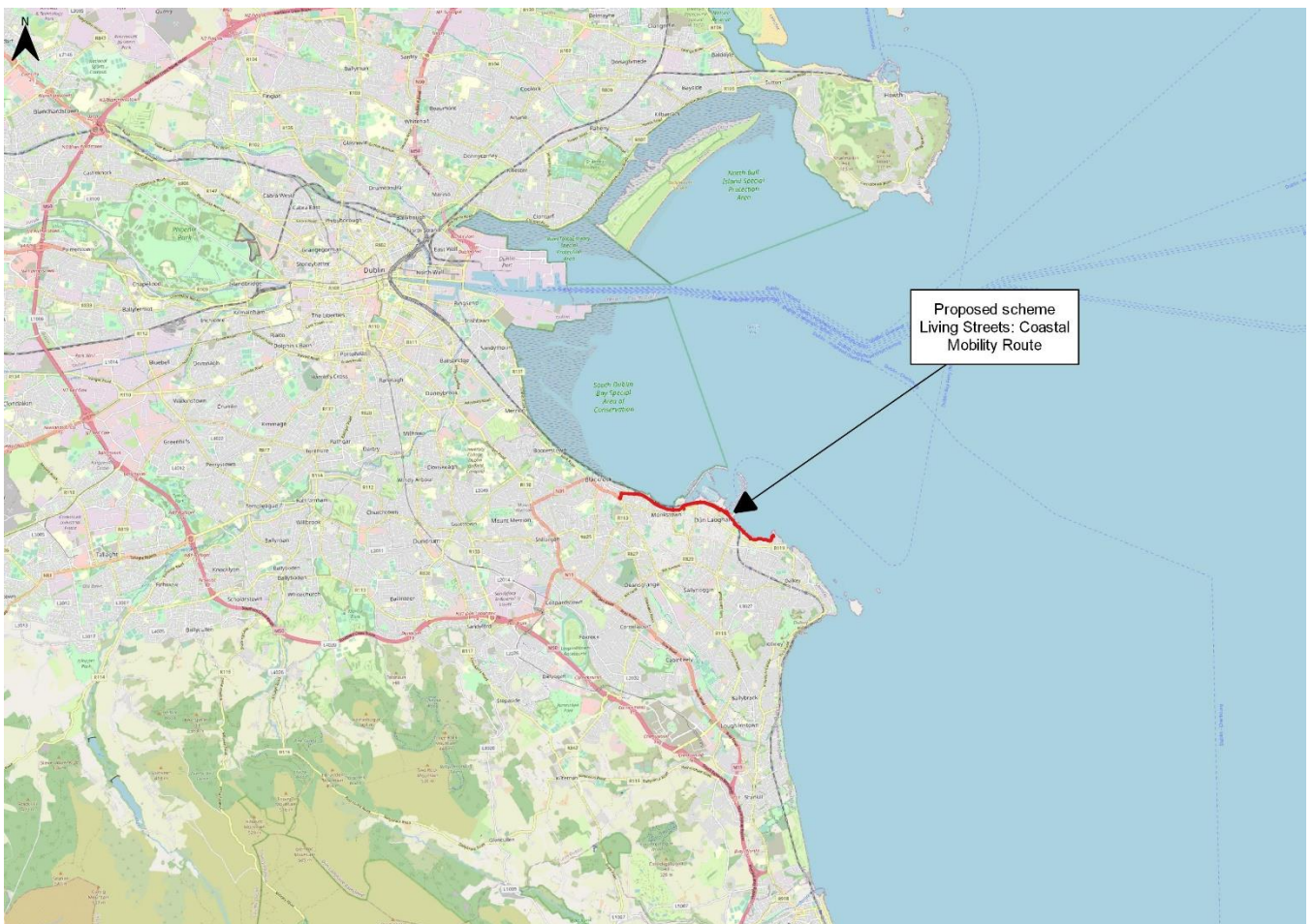


Figure 2. 1: Location of the proposed scheme (Base map Source: Open Street Map)



Figure 2. 2: Scheme Extents (Base map Source: Bing Virtual)

The following roads are included in the proposed scheme, Coastal Mobility Route:

Newtown Avenue

At present there is a two-way street linking Temple Road to Seapoint Avenue. The current layout has a footpath on either side of the road, a single traffic lane travelling north and two lanes travelling south, and parking on a section on the western side of the road as well as a bus stop. There are no cycle lanes provided.

Seapoint Avenue

At present there is a two-way segregated cycle track between Newtown Avenue and Crofton Road, with a one-way carriageway westbound except for approximately 200m between Clearwater Cove and Cumberland Street where the carriageway is two ways. There is also some parking along some stretches of this section.

Crofton Road and Queens Road

At present there is a two-way street linking the Old Dunleary Road to Crofton Road. The current layout has a footpath on either side of the road, one traffic lane eastbound and one traffic lane westbound for the majority of the roads. There is on-street car parking along the northern footpath, an EV charge points, and some bus stops adjacent to the Dart station.

The Queens Road consists of a two-way street that runs for roughly 100 meters from Crofton Road/Marine Road junction. The current layout has a footpath on either side of the road, one traffic lane south-eastbound and one traffic

lane north-westbound. This section of the road links into a westbound one-way street linking the beginning of Queen's Road to the People's Park.

Coal Quay Bridge

In the existing scenario this section of the scheme can be viewed as two different parts: Coal Quay Bridge and the junction between Clarence Street and the Old Dunleary Road.

Coal Quay Bridge is two-way, with one shared cycle and vehicle lane northbound and two shared cycle and vehicle lanes southbound. There are footpaths either side of the bridge and a pedestrian crossing on the southern side of the bridge. The CMR currently crosses Coal Quay Bridge and extends down Dún Laoghaire harbour, although no segregated cycle facilities are provided, and many cyclists choose to continue down Crofton Road instead. This bridge is one of two key access points to Dún Laoghaire harbour.

The Clarence Street and Old Dunleary Road intersection consists of a two-way street linking Old Dunleary Road and Crofton Road, a road linking Clarence Street to Crofton Road, with no possibility to turn left from Clarence Street on to the Old Dunleary Road, and a left turn connecting Crofton Road to Clarence Street. There is a footpath on either side of the road, two pedestrian crossings, one through Clarence Street and one through the Old Dunleary Road.

Marine Road and Harbour Junction

The existing scenario at the Marine Road and Harbour Road junction consists of large corner radii, wide traffic lanes and limited cycle priorities through the junction. This junction is one of two key access points to Dun Laoghaire harbour. There are footpaths on either side of every road leading into the junction and advanced stop lines for cyclists on all sections of the junction except the entrance to the harbour. The existing layout does not include any cycle facilities. All the roads have two lanes leading into the junction and one lane leading out of the junction.

Park Road and Windsor Terrace

At present, the intersection between Park Road and Windsor Terrace, adjacent to the People's Park, as well as Windsor Terrace. In the existing scenario, Park Road is a northbound one-way street with on-street parking along the western footpath. The options for vehicles are a left turn down Marine Terrace which is also a one-way street, a left turn slightly further north down Queen's Road, which is a two-way road, and finally a right turn down Windsor Terrace, which is a one-way street with one single lane. The area between Marine Terrace and Queen's Road is pedestrianised. The area outside the People's Park entrance is also pedestrianised creating a large public realm area.

Windsor Terrace is, in the existing layout, a one-way eastbound street with a two-way cycle path along the northern footpath and footpaths on either side of the road. There is, on the northern side of the road and footpath, a carpark which enters and exits onto Windsor Terrace.

Sandycove Avenue

In the existing scenario the Sandycove Avenue consists of a one-way street allowing traffic to travel in a northern direction, linking Otranto Place to the bathing area around Sandycove Beach. The current layout has a footpath on either side of the road, a single traffic lane and a contra-flow cycle-path. The northern part of this section of the scheme has one casual trading zone and two disabled spaces. Both disabled spaces and the casual trading zone are located on a shared space between pedestrians and vehicles adjacent to Sandycove Beach.

2.2 Policy Context

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section

provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 2. 1: Overview of the policy context

Policy Level	Policy
European	<ul style="list-style-type: none"> • European Green Deal • RISM Directive
National	<ul style="list-style-type: none"> • Project Ireland: National Development Plan 2021-2030 • Project Ireland: National Planning Framework 2040 • Climate Action Plan 2023 • National Investment Framework for Transport in Ireland (NIFTI) • Road Safety Authority (RSA), Road Safety Strategy 2021-2030 • National Cycle Policy Framework (NCPF) • Smarter Travel: A Sustainable Transport Future 2009-2020
Regional	<ul style="list-style-type: none"> • Greater Dublin Area (GDA) Cycle Network Plan 2013 • Greater Dublin Area (GDA) Transport Strategy 2022-2042 • GDA Cycle Network Plan 2021 • Regional Spatial and Economic Strategy 2019-2031 (RSES)
Local	<ul style="list-style-type: none"> • Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 • Dún Laoghaire-Rathdown Cycling Policy • Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024 • Blackrock Local Area Plan 2015-2025

A Summary of the applicable policy in relation to the proposed scheme is detailed above in Table 2. 1 with further detail provided in Policy Context section of the CMR Options Assessment Report.

2.3 Overview of the Proposed Scheme

The proposed scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in the Dún Laoghaire area.

The principal objectives of the scheme are:

- To provide high quality and safe cycle facilities
- To improve existing facilities for cyclists
- To increase outdoor space for pedestrians in villages
- To render these spaces comfortable and safe
- To enhance the public realm

Modern design standards will be applied to sections of car dominated urban carriageways, upgraded junction designs, measures to reduce vehicle speeds and new permeability links into adjacent roads and estates will all play a role in decreasing reliance on private vehicles for short journeys while increasing the use of walking and cycling for a wide range of users as well as supporting economic development in villages and urban centres. This will create an appealing environment promoting a modal shift to more sustainable modes of transport.

The proposed scheme will comprise of the following works:

Newtown Avenue

The proposed scheme introduces a two-way cycle-path running along Newtown Avenue, on the western side of the road adjacent to the footpath and the park. The proposed scheme creates added public realm space as well as extra

pedestrian space. This additional space and the new cycling facilities come at the expense of one of the traffic lanes. The proposed scheme also creates two new on-street parking space.

Crofton Road and Queens Road

The proposed scheme provides a segregated two-way cycle track on the northern side of Crofton Road, providing a high level of service for cyclists by completing the missing section of the CMR with a safe, direct, and attractive route.

Coal Quay Bridge

The proposed scheme tightens the T-junction at Coal Quay Bridge, allowing for wider footpaths, and provides a segregated northbound cycle link with the harbour as well as a southbound cycle link, providing a high level of service for cyclists.

Marine Road and Harbour Road Junction

The proposed scheme introduces a left turn from Crofton Road into the harbour, offering the highest level of service for cyclists through a more efficient signal phasing.

Park Road and Windsor Terrace

The proposed scheme closes the road to improve public realm, providing the highest level of safety for pedestrians, while also creating a new high quality amenity space along the seafront linking to the Dún Laoghaire baths.

Sandycove Avenue

The proposed scheme introduces a two-way cycle path, but the cycle-path ends earlier, increasing the possibility for public realm space. The current green area adjacent to the beach presents an opportunity to enhance the public realm space whether it be improved green space or paved area.

A detailed description of the proposed scheme is provided in Section 5.1 of this report. Full details of the proposed scheme can be seen in the layout drawings which is included as an Appendix 2: CMR Design.

SECTION 3: LEGISLATIVE CONTEXT

3.1 Introduction

Environmental Impact Assessment is the process for anticipating the effects (both positive and negative) from a proposed development or project on various environmental receptors. If the anticipated effects are unacceptable, design measures or other relevant mitigation measures can be taken to reduce or avoid those effects. The Environmental Impact Assessment Report is the output which records the details of this assessment.

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. The requirement for screening of sub-threshold developments is outlined in this section.

3.2 EIA Directive

EIA requirements derive from EU Directive 2014/52/EU. Known as the EIA Directive, it amends the previous directive (2011/92/EU) on the assessment of the effects of certain public and private projects on the environment. It is defined under Article 1(2)(g) as follows:

“Environmental impact assessment means a process consisting of:

- i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);*
- ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;*
- iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;*
- iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*
- v) the integration of the competent authority’s reasoned conclusion into any of the decisions referred to in Article 8a.”*

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis.

For road schemes in Ireland, the list of projects is set out in the Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Section 3.4 and 3.5. Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the proposed works.

3.3 National Legislative Framework for EIA

The EIA Directive has been transposed into Irish legislation by the Planning and Development Act 2000 (as amended) (hereafter referred to as ‘the Act’) and Planning and Development Regulations 2001 (as amended) (hereafter referred to as ‘the Regulations’). Section 172(1) of the Act sets out the statutory basis for the requirements for Environmental Impact Assessment. It provides as follows:

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

(a) the proposed development would be of a class specified in—

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—

- (I) such development would 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 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined or decided, as the case may be, —

- (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
- (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*
- (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,*
- (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,*
- (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or*
- (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,*

that the proposed development is likely to have a significant effect on the environment.”

The EIA Directive is transposed into Irish Legislation, in context of road schemes, through the European Union (Planning and Development) (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations (S.I. 279 of 2019). Projects for which an EIA is mandatory under Annex I of the Directive have been listed under Part 1 of Schedule 5 to the Planning and Development Regulations. Similarly, Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, as per Annex II of the Directive.

Projects requiring Environmental Impact Assessment are transposed from the EIA Directive into Irish Legislation through Section 172 of the Act. An initial determination is to be undertaken to examine whether the proposal is a

project as understood by this transposition of the directive. If a proposed project is not of a type covered, there is no statutory requirement for it to be subject to Environmental Impact Assessment. In determining if the proposed project is of a 'type' it is also necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

Furthermore, the current requirements for EIA are set out in Part IV of the Roads Act, 1993 (as amended), and Part V of the Roads Regulations, 1994 - 2019 (S.I. No. 119 of 1994). In particular, Section 50 and 51 of the Act (as amended) deal with EIA. These sections have been amended through the European Communities (EIA) Regulations, the Planning and Development Acts, and the Roads Act. Consequently, the project should be screened to determine whether the project falls within the scope of or exceeds the thresholds set out in the legislation.

3.4 Mandatory EIA

Schedule 5 of the Planning & Development Regulations 2001 (Article 93), as amended sets out a number of classes and scales of development that require EIA. Schedule 5 (Part 1) of the Planning and Development Regulations 2001 (as amended), lists types of development and relevant thresholds that inform when a mandatory Environmental Impact Assessment Report (EIAR) is required. Generally, these developments consist of intensive industrial, waste management and transport projects. The proposed development does not fall within any of the types of development listed therefore does not require a mandatory EIAR.

Schedule 5 (Part 2) lists various types of development and associated thresholds. Where a proposed development falls within the type of development and meets or exceeds the relevant threshold, a screening assessment is required, taking into account the information set out within Schedule 7 of the Planning and Development Regulations 2001 (as amended).

The term "sub-threshold development" means development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development. Sub-threshold development should be screened with regard to the requirements set out in Schedule 7A of the Regulations.

The most relevant class of development within Part 2 (Schedule 5) is 'urban development' in relation to Infrastructure projects, that refers as follows:

Schedule 5, Part 2, Class 10 (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.)'

The European Commission guidance on 'Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015)' interprets 'urban development' as following:

- Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could include bus garages, train depots which are not explicitly mentioned in the EIA Directive.
- Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also fall in 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.
- Projects to which the terms 'urban' and 'infrastructure' can relate, such as the construction of sewerage and water supply networks, could also be included in this category.

The proposed development does not have similar characteristics to any of these types of projects.

The High Court judgement in the case of Carvill & Flynn vs Dublin City Council & Ors. [2021] IEHC 544 provides a broad interpretation of the ‘urban development’ project type. The development in the case was a cycleway. The judgement considered it to fall into the ‘Urban Development’ project type since the development involved works that comes within the nature of building or construction. Consequently, it did not make any reference to the Commission Guidance.

The subject development is in an urban area, where the 10ha threshold would apply, that is ‘Other parts of a built-up area’. The overall length of the proposed scheme is 4.5km and the overall proposed scheme area is approx. 7.3ha which is equivalent of 70% of this threshold.

Some buildings in Dún Laoghaire along the Old Dunleary Rd, Crofton Rd, Harbour Rd and Queens Rd are in mixed uses with a predominance of commercial use. These parts of the proposed scheme route could be considered as ‘Business Districts’ where the 2ha threshold would apply. The combined length of these sections of the route is approx. 1.1km which is approximately 15% of the overall proposed scheme length. The equivalent portion of the scheme’s area would be approximately 1.1ha (7.3ha x 15%).

In consideration of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 7.3ha with approx. 1.1 ha considered to fall in business district threshold type, it falls significantly below the scale threshold and is not subject to mandatory EIA.

For road schemes, the legislative process of ascertaining whether a project or development requires an EIA is determined by reference to mandatory and discretionary provisions set out in the Roads Act 1993; Roads Regulations 1994; EIA (Amendment) Regulations 1999; Planning and Development Act 2000 (as amended); Planning and Development Regulations 2001 (as amended); Planning and Development (Strategic Infrastructure) Act 2006; Roads Act 1993 (as amended); and European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

The following Table 3. 1 summarises the legislative context where an Environmental Impact Assessment is mandatory for a road scheme.

Table 3. 1: Summary of Legislative Requirements for EIA Screening

Road Projects where an EIA is Mandatory		Regulatory Reference
(1) Construction of a motorway.		S. 50(1)(a)(i) of the Roads Act, 1993 (as amended)
(2) Construction of a busway.		S. 50(1)(a)(ii) of the Roads Act, 1993 (as amended)
(3) Construction of a service area.		S. 50(1)(a)(iii) of the Roads Act, 1993 (as amended)
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)

	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.		S. 50(1)(b) of the Roads Act, 1993 (as amended)
(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.		S. 50(1)(c) of the Roads Act, 1993 (as amended)
7) Where a proposed development (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d) of the Roads Act, 1993 (as amended) as amended by the European Union (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), reg. 56(7)(a) and reg. 56(7)(b)
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.	
If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).		

The proposed scheme is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in Table 3. 1 above.

Therefore, EIA is not mandatory for the proposed scheme. The requirement for “sub-threshold” EIA is addressed below.

3.5 EIA Screening Criteria for Sub-Threshold Development

Section 120 of the Planning & Development Regulations (as amended) sets out the obligation of the Local Authority to determine the requirements for a subthreshold development EIAR. This report also satisfies the requirements of Section 120 of the Regulations with regard to the requirements for the provision of the information as specified in Schedule 7A for the purposes of a screening determination.

Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended, sets out the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment. This comprises:

1. “A description of the proposed development, including in particular—

- (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and*
 - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*
2. *A description of the aspects of the environment likely to be significantly affected by the proposed development.*
3. *A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—*
 - (a) the expected residues and emissions and the production of waste, where relevant, and*
 - (b) the use of natural resources, in particular soil, land, water and biodiversity.*
4. *The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.”*

The information required by the Schedule 7A has been set out above, as well as the assessment of the criteria for Schedule 7 below.

It is noted that the information set out in Schedule 7A of the Planning and Development Regulations 2001, as amended, is derived from Annex III of the EIA Directive and thus, the information requirements largely align.

Section 50(1)(e) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

The assessment of the criteria set out in Schedule 7 provides the description and assessment of any likely significant effects from the proposed development. The Schedule 7 criteria are grouped under three headings as follows:

- 1) Characteristics of the Proposed Development
- 2) Location of Proposed Development
- 3) Characteristics of Potential Impacts

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 and requires clear and rational judgment. The DoEHLG Guidance Document ‘Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development’ states that: ‘those responsible for making the decision must exercise their best professional judgment, taking account of considerations such as the nature and size of the proposed development, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision.’ The Schedule 7 criteria to be reviewed are discussed in more detail, with reference to the proposed development, in the following subsections. The screening questions are based on the criteria listed under each grouped heading in Schedule 7.

Annex III includes:

“1. Characteristics of projects

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

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

2. Location of Projects

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

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

3. Type and characteristics of the potential impact

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

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the 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 approved projects;
- (h) the possibility of effectively reducing the impact.”

3.6 Guidance

Certain projects, listed in Annex I to the EIA Directive require mandatory EIA, due to those projects always having the potential for significant environmental effects. Other projects which fall below the relevant thresholds for mandatory EIA (i.e., “sub-threshold development”) may require EIA if it is considered that the development is likely to have a significant effect on the environment. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly, sensitive environments. This report documents the methodology employed to prepare this EIA Screening Report, having regard to and applying the relevant legislation and guidance documents, including:

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).

- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended); and
- Roads Act 1993 (as amended).

OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

The Office of the Planning Regulator (OPR) published document 'Practice Note PN02 Environmental Impact Assessment Screening' in 2021. The Practice Note advocates a step-by-step approach to EIA screening, as outlined below:

Step 1. Understanding the Proposal

A. Is the proposal a 'project' within the meaning of the EIA Directive?

Determine whether a proposal is a 'project' described in the EIA Directive and thus whether the EIA Directive applies.

B. Is the project a 'sub-threshold development'? i. If the project is not of a class of development in Schedule 5, Parts 1 and 2, it is not 'subthreshold development', no EIA or EIA screening is required.

ii. If the proposed project is of a class set out in Schedule 5, Part 1 or Part 2 and does meet or exceed the relevant threshold, or where no threshold applies, a mandatory EIAR is required.

iii. If the proposed project is of a class set out in Schedule 5, Part 2 but does not meet or exceed the relevant threshold, it is a 'sub-threshold development' and must be screened for EIA.

Step 2. Preliminary Examination

Where a development is 'sub-threshold', a preliminary examination, of, at least, the nature, size or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

Following the Preliminary Examination, it must be concluded:

- that an **EIA is not required** based on the preliminary examination that there is no real likelihood of significant effects on the environment.
- there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment, and require the applicant to submit the information specified in Schedule 7A for the purposes of a screening determination,
- there is a **real likelihood of significant effects** on the environment arising from the proposed development and require the applicant to submit an EIAR.

Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, a screening determination can only be carried out on the basis of the Schedule 7A information.

SECTION 4: EIA SCREENING METHODOLOGY

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the OPR Practice note as set out in Section 3.6. The OPR have established three steps to follow within EIAR screening which are responded to in the sections below.

It should be noted that the OPR Guidance is centred around EIA Screening under the Planning and Development Act 2000, as amended, and the Planning and Development Regulations, as amended.

The methodology employed in this screening exercise had regard to the Guidelines for Planning Authorities on carrying out Environmental Impact Assessment published in August 2018 by the DoHPLG, together with the criteria set out in Schedule 7 and the requirements of Schedule 7A, both of the Planning and Development Regulations 2018.

4.1 Step 1. Understanding the Proposal

Is the proposal a ‘project’ within the meaning of the EIA Directive?

The EIA Directive 2014/52/EU defines the term ‘project’ as meaning: “the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources.”

As outlined in Section 2.1, the proposed scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. Thus, the proposed development is considered to constitute a ‘project’ under the meaning of the EIA Directive. The EIA Directive does apply to the proposed development.

Is the project a ‘sub-threshold development’?

This step requires an evaluation of both the Planning and Development Regulations 2001, as amended, and the Roads Act, 1993, as amended, to determine if mandatory EIA is required, or whether the proposed development needs to be screened for EIA.

Planning and Development Regulations 2001, as amended

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in the aforementioned Schedule 5 has been carried out.

Schedule 5 Part 1

The proposed development is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, a mandatory EIA is not required under this class.

Schedule 5 Part 2

Part 2(15) of the Regulations states that,

“Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.”

With regards to the proposed development, most relevant class of development within Part 2 (Schedule 5) is Class 10 (b) (iv) ‘Urban Development’ which states,

‘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.)

If taking account of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 7.3ha with approx. 1.1 ha considered to fall in business district threshold type, it falls significantly below the scale threshold and is not subject to mandatory EIA.

Part 2(15) of the Regulations ultimately requires the competent authority to determine, in the case where a project is considered ‘sub-threshold’ to the projects listed in Part 2 of Schedule 5, whether the project would likely give rise to significant effects on the environment.

The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended. This information will assist the competent authority, DLRCC, to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

Thus, as the proposed development can be considered to constitute ‘sub-threshold’ development with regards Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed development have the potential to give rise to significant effects on the environment.

The proposed development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required as concluded in Section 3.4.

EIA screening is required to determine the potential for the project to have significant effects on the environment, as a sub-threshold development.

4.2 Step 2. Preliminary Examination

The OPR Practice Note, Form 2 allows the preliminary examination to be recorded. Table 4. 1 Preliminary Examination based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in Section SECTION 5: and SECTION 6: of this Report, on the nature, size and location of the Proposed Development.

Table 4. 1 Preliminary Examination

Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.		
	Comment:	Yes/No/ Uncertain:
<p>Nature of the development:</p> <p><i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the development is not exceptional in the context of the existing environment. The proposed scheme provides for works within the existing roads. The proposed scheme aims to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire.</p>	<p>No</p>

	Given the size and small nature of works of the proposed development, significant waste, emissions of pollutants are not expected to arise as a result of the works.	
<p>Size of the development:</p> <p>Is the size of the proposed development exceptional <i>in the context of the existing environment</i>?</p> <p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c. 4.5km length.</p> <p>There are no significant negative cumulative effects given the scale and distance of the scheme from the projects listed in Section 5.2.</p>	No
<p>Location:</p> <p>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?²</p> <p>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</p>	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 30m north of the proposed scheme.</p> <p>The Brewery Stream flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted beneath the proposed scheme. The Stream also crosses culverted beneath the Temple Road which is located approx. 200m west of the proposed scheme.</p> <p>There are 4 no. Sites and Monuments Record (SMR) adjacent to the proposed scheme extent. There are no National Inventory of Architectural Heritage (NIAH) sites in or adjacent to the proposed scheme. There are number of Protected Structures located along the scheme route. The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafront Candidate Architectural Conservation Area (cACA).</p> <p>There are two industrial heritage structures located adjacent along the scheme routes. Letter Box (Site Number 967) at Seapoint Avenue at junction with Seafield Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown.</p>	<p>Uncertain</p> <p>Uncertain</p> <p>Uncertain</p>

Table 4. 2 Conclusion of Preliminary Examination

² Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

Preliminary Examination Conclusion:		
Based on a preliminary examination of the nature, size or location of the development. (Tick as appropriate)		
<p>There is no real likelihood of significant effects on the environment.</p> <p>EIA is not required.</p>	<p>There is real likelihood of significant effects on the environment.</p> <p>An EIAR is required.</p>	<p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Request the applicant to submit the Information specified in Schedule 7A for the purposes of a screening determination.</p> <p>Proceed to Screening Determination.</p>
		Yes

As noted in

Table 4. 2 the conclusion of preliminary examination is that the nature, scale and location of the proposed development is such that there is significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the proposed development.

Thus, full EIA Screening is warranted.

As outlined in Section 3.4, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section 3.5, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

4.3 Step 3. Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Section 4.1 and 4.2, a formal screening determination must take place. Sections 3.6 provides the relevant details under each of the criteria set out in Schedule 7 and Schedule 7A information of the Planning and Development Regulations 2001 to 2023 for urban developments. These sections also provide the relevant details under each of the criteria set out in Annex III in the EIA Directive for roads developments. This information will assist the competent authority, DLRCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001 to 2023.

The final determination on EIA screening will be made by DLRCC, as the competent authority.

SECTION 5: CHARACTERISTICS OF PROJECT

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section discusses the existing environment of the Proposed Scheme including sites of major concern.

5.1 The size and design of the whole project

This scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces in the study site. This will be achieved by providing high quality and safe cycle facilities and improving existing facilities for cyclists, as well as increasing outdoor space for pedestrians in villages and rendering these spaces comfortable and safe.

The Living Streets: Coastal Mobility Route in Dun Laoghaire is a transportation project aiming to improve mobility and connectivity along the coast. In 2020 DL RCC implemented a temporary one-way traffic system from Blackrock to Sandycove and reallocated the surplus road space to a two-way segregated cycle track. The route runs along the coast road for 3.6km with segregated cycle facilities, and 4.5km in total from Seapoint to Sandycove via Dún Laoghaire. There is a portion of the route from Old Dunleary Road/Coal Quay Bridge through Harbour Road to Queen's Road in Dún Laoghaire that is shared with vehicular traffic and not segregated.

The proposed works will further improve this temporary route and make it permanent. The works consist of the following:

- Introduction of a new 850m long section of segregated two-way cycle track on Crofton Road and Queen St to connect the existing segregated facilities from Coal Quay Bridge to East Pier, and introduction of a new 130m long section of two-way cycle track on Newtown Ave. Together this will create a continuous segregated two-way cycle route for the entire 4.5 km route.
- Junction improvement works at Coal Quay Bridge, Crofton Road/Marine Road and Cumberland St junctions.
- Pedestrian improvements including junction tightening and raised crossings at 13 minor junctions along the route.
- Areas of new low-level planting and tree planting, including incorporating SUDs measures such as rain gardens where possible.
- Development of a parklet along the coast on Marine Parade, including in ground planting and new seating areas. Also includes hard landscaping works on Sandycove Avenue West/Sandycove Point.
- New granite kerbs to replace the temporary bolt down kerbs that provide the segregation between cyclists and motorists.
- Decommissioning of some existing road gullies which no longer align with new kerbs. New road gullies and connections are required only where the alignment has been altered.
- Some of the existing footpaths will be broken out and replaced.
- Changes in direction of traffic on Windsor Terrace.

5.1.1 Cycle Track and Cycle Lane Construction Details

The proposed section of new two-way cycle track will be constructed in accordance with the National Cycle Manual. For the section along Crofton Road the levels will be raised and a “no dig” approach used to avoid impacting on the roots of trees. Along the majority of the already segregated section, it is only proposed to change the temporary kerbs to a permanent one, with no other works proposed.

5.1.2 Alterations to current drainage systems

The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned only where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design, new area of planting that act as rain gardens will be included along the route where feasible.

5.1.3 Demolition works required to existing road and footpaths.

Where junction improvements are being proposed the existing wearing course on the road surface will need to be removed and replaced. In places where existing road space is being reallocated to landscaping or planting the road will need to be excavated to a min depth of 400mm to provide sufficient soil depth. Some of the existing footpaths will need to be broken out to facilitate the scheme.

5.1.4 Management of Trees and Grassland

All existing trees along the route will be retained and there will be new ones planted. Areas of new low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. At detailed design stage a tree protection plan will be developed in collaboration with a suitable qualified arborist to ensure that the trees are not negatively impacted by the works. This will likely involve a no dig construction methodology and inclusion of aeration pipes to feed air to the roots.

5.1.5 Traffic

As part of the scheme the direction of traffic along Windsor Terrace will be reversed, this change is likely to increase the volume of traffic travelling northbound along the seafront. This is being done to reduce delays for busses at the nearby Park Road/George's St Lower junction. While the level of traffic will increase compared to the existing scenario it will still be significantly less than the levels experienced before the introduction of the temporary one-way system. The route will be traffic calmed to ensure vehicle speeds remain low.

Refer to Appendix 2: CMR Design for the layout and design of the proposed scheme.

5.2 Cumulation with other existing and/or approved projects

The following sources were reviewed in June 2023 to identify potential projects in the vicinity of the Proposed Scheme that may give rise to cumulative effects.

- Dún Laoghaire-Rathdown County Council
<https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=af21eeb123224c4c877f410139ed1e69>
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR

<https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

The planning applications relevant to the Scheme are listed below.

- Living Street Dún Laoghaire: this is a transportation project that aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces on George's Street Upper and Lower.
- BusConnects Network Redesign: The National Transport Authority published the new Dublin Area Bus Network in September 2020. The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021. The NTA has decided to introduce the new network on a phased basis. The implementation will take place over a number of years commencing in 2021 with 11 phases and will be subject to Government funding.
- ABP-313509-22: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme which has an overall length of approximately 8.3km including roadworks to facilitate bus, cycling and urban realm improvements along with any associated ancillary/accommodation works for the scheme. This case is due to be decided.
- Greater Dublin Area Cycle Network Plan: In 2013 the Greater Dublin Area (GDA) Cycle Network Plan was published. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and local authorities within the GDA to enhance understanding as to the bicycle facilities currently available, identify gaps in connections and infrastructure, assess the state of existing facilities and where improvement measures will be most advantageous to the public. The updated GDA Cycle Network Plan was published in November 2021 as part of the 'Supporting Documents' for the public consultation on the Greater Dublin Area Transport Strategy 2022-2024. In the plan, CMR has been identified as a primary route and greenway as part of this plan. Each district centre has its cycle network enhanced in the vicinity as well as outward connections.
- ABP-31232521: Permission for a Strategic Housing Development consisting of a new residential and mixed use scheme of 493 residential units and associated residential amenities, a childcare facility and café in the form of (a) a combination of new apartment buildings (b) the subdivision, conversion and re-use of 'St. Teresa's House' (Block H); and (c) the dismantling, relocation and change of use from residential to café of 'St. Teresa's Lodge' (Block G) within the site development area. A detailed development description is now set out as follows: The proposal provides for the demolition (total c. 207 sq.m. GFA) of (a) a single storey return (approx. 20 sq.m.) along the boundary with The Alzheimer's Society of Ireland; (b) the ground floor switch room (approx. 24.9sq.m.), (c) ground floor structures northwest of St. Teresa's House (26.8sq.m), (d) basement boiler room northwest of St. Teresa's House (17.0 sq.m), (e) ground floor structures northeast of St. Teresa's house (22.0sq.m.) (f) basement stores northeast of St. Teresa's house (67.8 sq.m.) and (g) a non - original ground floor rear extension (approx. 28.5 sq.m.) associated with the Gate Lodge. The new development will provide for the construction of a new mixed-use scheme of 487 no. apartment units in the form of 11 no. new residential development blocks. Each new residential unit has associated private open space in the form of a terrace / balcony. The development also provides for Block H, which relates to the subdivision and conversion of 'St. Teresa's House' (3 storeys) into 6 no. apartments including the demolition of non-original additions and partitions. It is also proposed to dismantle and relocate 'St. Teresa's Lodge' from its current location to a new location, 180 m southwest within the development adjacent to Rockfield Park. St. Teresa's Lodge (Block G) will be deconstructed in its original location and reconstructed in a new. The current proposal seeks a new extension of this building (approx. 26.8 sq.m.) and a change of use from residential to café use to deliver a Part M compliant single storey building of approx. 67.4 sq.m. Total Open space (approx.

15,099.7 sq.m.) is. Basement areas are proposed below Blocks A1, B1 to B4 and D1 (c. 7,295 sq.m. GFA). A total of 252 residential car parking spaces 1056 bicycle spaces ; and 20 motorcycle spaces at basement level are proposed. 8 no. car spaces for creche use are proposed at surface level. The proposal also provides for Bin Storage areas, Bike Storage areas, ESB substations and switch rooms with a combined floor area of 356.2 sq.m. at surface level. The development also comprises works to the existing entrance to St. Teresa's; the adjoining property at 'Carmond'; and residential development at St. Vincent's Park from Temple Hill (N31/R113). Works include the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and improved and safer access/egress for vehicular traffic to/from the property at 'Carmond' and the adjoining residential development at St Vincent's Park. Emergency vehicular access and pedestrian/cyclist access is also proposed via a secondary long established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including tree protection; green roofs; boundary treatment; internal roads and footpaths; and electrical services including solar panels at roof level above Blocks A1, B1 - B4, C1-C3, D1, E1, E2.

- D17A/0137: Permission for the demolition of the garage buildings on site and the construction of a residential development of 2-4 storeys in height over 3 blocks. Overall, the residential scheme shall provide for 51 no. residential units; 42 no. apartment units and 9 no. houses. Basement level shall provide for 67 no. car parking spaces; 50 no. bicycle spaces; 3 no. motorcycle spaces; plant areas; CHP boiler room; bin storage area; bin hoist and surface water attenuation tank. The development proposal shall also provide for c.1925 sq.m. of communal open space including play area; basement ramp adjacent to vehicular access off Newtown Avenue to north; new pedestrian accesses off Newtown Avenue to north/east; 4 no. visitor car parking spaces and 22 no. bicycle parking spaces at grade; bin holding area; ESB substation and metering rooms; amendments to existing western and southern site boundary walls; closing up of an existing vehicular entrance to the south-east off Newtown Avenue and all other site development works and site services required to facilitate the proposed development. The application received grant permission in April 2017.
- D15A/0036/E: Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme comprising 10 no. 4-bedroom 2 plus dormer storey house, 2 no. 5-bedroom 2 plus dormer storey houses as well as 6 no. 1-bedroom apartments, 26 no. 2-bedroom apartments and 4 no. 3-bed apartments in two three-storey blocks. The gross total floor area of the residential units is 6097 sq.m. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. A total of 81 car parking spaces at basement and surface level will be provided as well as an electricity sub-station, bicycle parking spaces, open space, landscaping, boundary treatment works, site development works and other ancillary works. The proposed development is situated within the curtilage of Protected Structures. The application received its grant extension in June 2021.
- ABP-308946: Demolition of a single storey shed, construction of 140 no. apartments and associated site works. The application was granted permission with conditions in April 2021.
- ABP-308877: 101 no. apartments and associated site works. The application was granted permission with conditions in April 2021.

Refer to section 7.16 for the assessment of cumulative effects.

5.3 The use of natural resources in particular land, soil, water, and biodiversity

The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.

The proposed scheme works will include replacement of the temporary bolt down kerbs with new granite kerbs, and excavation and replacement of some of the existing footpaths. The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design new area of planting that act as rain gardens will be included along the route.

All existing trees along the route will be retained with no. 38 new trees planted. Further detail on m New low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. Development works at the parklet includes hard landscaping, in ground planting and creation of new seating areas.

The production of waste

The scheme will not require any significant earthworks or excavation along the proposed scheme road extents. Minor quantities of waste will be generated from the topsoil stripping during the laying down of footpaths and cycle lanes and installing of new gullies. The proposed arrangement will follow the existing road alignment for majority of the route.

There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials. The quantities of C&D waste are again, not expected to be significant and will be removed from site and recycled (subbase road materials) or disposed of in a suitably licenced facility (i.e., the existing wearing course to be planed off).

5.4 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

There will be a temporary increase in noise during the construction phase of the proposed works. However, levels will not exceed noise levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration. Some dust will likely be generated during the construction phase works; however, this nuisance will be managed in line with best practice. There will be no pollution or noise/nuisance following the completion of construction works.

The Protected Sites in Ireland constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites.

While effects will be localised to the site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report.

All European Sites that could potentially be affected were identified using a source-pathway-receptor model.

All Protected Sites within 15km of the proposed scheme shown in Figure 5. 1 and are listed in tables (Table 5. 1, Table 5. 2, Table 5. 3) below.

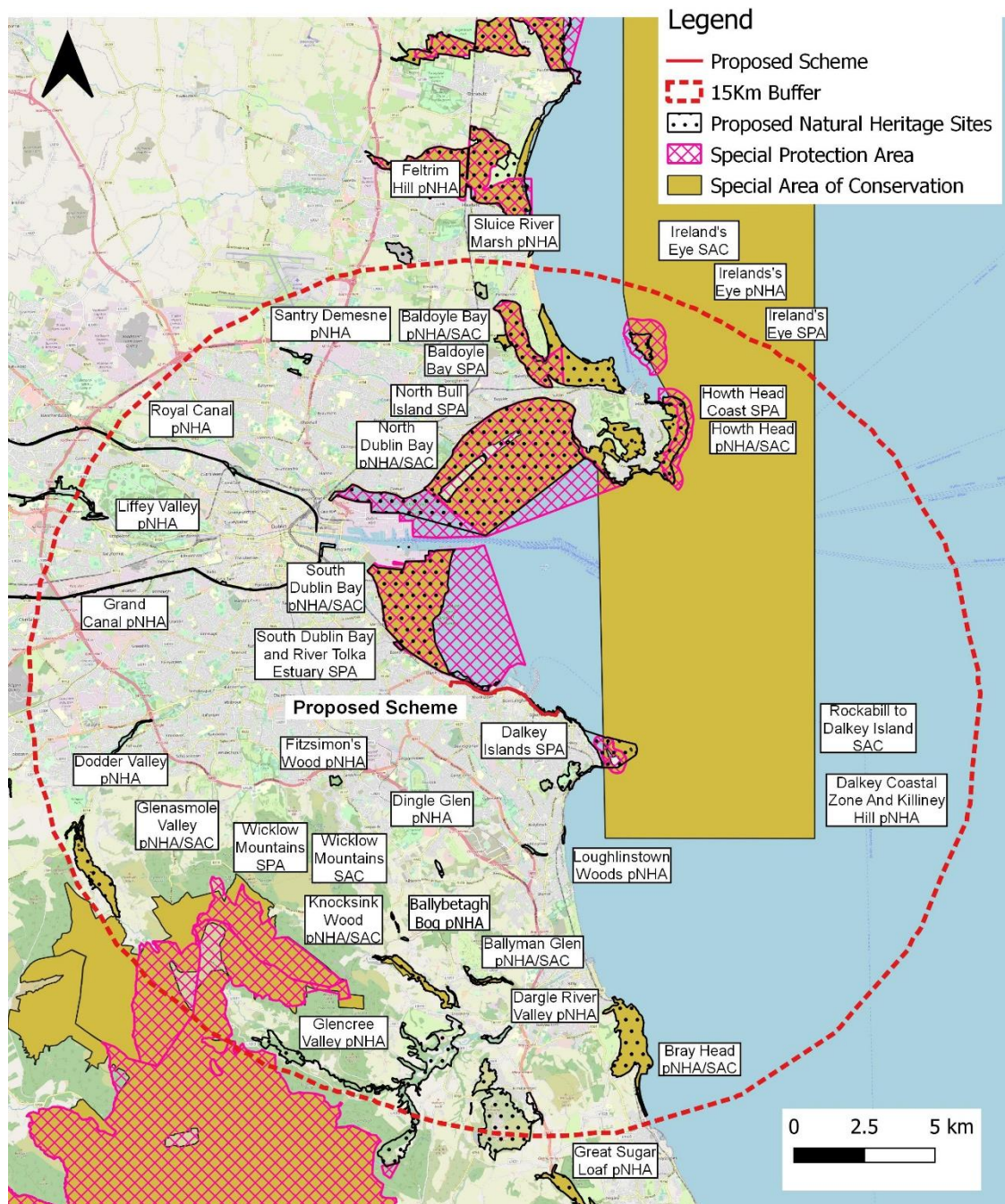


Figure 5. 1: NPWS Protected Sites within 15km of the proposed scheme (Source: NPWS online mapping)

Table 5. 1 Special Areas of Conservation (SPA) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
004024	South Dublin Bay and River Tolka Estuary SPA	30m
004172	Dalkey Islands SPA	1.6km
004006	North Bull Island SPA	5km
004113	Howth Head Coast SPA	9km
004016	Baldoyle Bay SPA	11km
004040	Wicklow Mountains SPA	11km
004117	Ireland's Eye SPA	12km

Table 5. 2 Special Protection Areas (SAC) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000210	South Dublin Bay SAC	30m
003000	Rockabill to Dalkey Island SAC	1.6km
000206	North Dublin Bay SAC	5.5km
000202	Howth Head SAC	8km
000713	Ballyman Glen SAC	9.5km
000725	Knocksink Wood SAC	9.8km
000714	Bray Head SAC	10km
000199	Baldoyle Bay SAC	10km
002122	Wicklow Mountains SAC	11km
002193	Ireland's Eye SAC	12km
001209	Glenasmole Valley SAC	14km

Table 5. 3 Proposed Natural Heritage Areas (pNHA) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
001206	Dalkey Coastal Zone and Killiney Hill pNHA	1.7m
000210	South Dublin Bay pNHA	33m
001211	Loughlinstown Woods pNHA	4.7km
000206	North Dublin Bay pNHA	5.5km
001753	Fitzsimon's Wood pNHA	6km
001207	Dingle Glen pNHA	6.5km
002104	Grand Canal pNHA	6.7km
002103	Royal Canal pNHA	7.2km
000202	Howth Head pNHA	8.2km

001202	Ballybetagh Bog pNHA	8.8km
000713	Ballyman Glen pNHA	10.1km
000725	Knocksink Wood pNHA	10.2km
000714	Bray Head pNHA	10.2km
000991	Dodder Valley pNHA	10.7km
001754	Dargle River Valley pNHA	11.2km
001768	Powerscourt Woodland pNHA	11.4km
000199	Baldoyle Bay pNHA	11.5km
000178	Santry Demesne pNHA	12.1km
001769	Great Sugar Loaf pNHA	12.5km
000203	Ireland's Eye pNHA	12.6km
000128	Liffey Valley pNHA	13.5km
001763	Sluice River Marsh pNHA	13.7km
001755	Glencree Valley pNHA	14.8km
001209	Glenasmole Valley pNHA	15km

No pathway for significant effect on these European Sites were identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects and the site is not within the Likely Zone of Impact and is not considered further as detailed in MKO AA Screening report, 2023.

The NBDC data search returned several records for mammals from the two 2km grid squares within which the Scheme is located. These include five records of Brown Rat *Rattus norvegicus*, thirteen records of Eastern Grey Squirrel *Sciurus carolinensis*, four records of European Otter *Lutra lutra*, three records of House Mouse *Mus musculus*, three record of Lesser Noctule *Nyctalus Leisleri*, eleven records of Red Fox *Vulpes vulpes*, five records of West European Hedgehog *Erinaceus eurapaeus*, one record of Wood Mouse *Apodemus sylvaticus* and two records of Pipistrelle *Pipistrellus pipistrellus sensulato*.

The NBDC data search also returned records for amber listed bird species from the two 2km grid squares. From this search it was found that 60 no. amber listed bird species were found in close proximity to the study site. The NBDC data search also returned 13 no. red list species.

There are invasive species listed under Part (1) of Third Schedule of the Habitats Regulations that were recorded from the two 2km grid squares within which the Scheme is located. These includes Butterfly-bush *Buddleja davidii*, Japanese Knotweed *Fallopia japonica*, Three-cornered Garlic *Allium triquetrum*, Traveller's-joy *Clematis vitalba*, Brown Rat *Rattus norvegicus*, Eastern Grey Squirrel *Sciurus carolinensis*, House Mouse *Mus musculus*, Wakame *Undaria pinnatifida* and Leathery Sea Squirt *Styela Clava*.

The subject area is situated within the Liffey and Dublin Bay WFD Catchment (Catchment ID 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16) as defined by the EU Water Framework Directive (2000/60/EC) and the Brewery stream_010 river sub basin (EU_CD: IE_EA_09B130400).

The river water body Brewery Stream_010 (EPA Mapping) flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted beneath the proposed scheme. The Brewery Stream_010 also flows approx. 200m west of the proposed scheme which is also culverted.

Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

The stream flows in eastern direction into Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 80m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.

The Kilcullen ground water body underlies the proposed scheme and is 'At risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Ground Waterbody WFD Status 2016-2021 was 'Good'.

The details of WFD status and WFD Risk for all waterbodies are shown in Figure 5. 2 and presented in Table 5. 4.



Figure 5. 2 Waterbody Status and Water Quality in vicinity of the proposed scheme (Source: EPA Mapping)

Table 5. 4 Waterbody Status and Water Quality in vicinity of the proposed scheme

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
River	Brewery Stream_010	IE_EA_09B130400	Review	Poor

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
Coastal Waterbody	Dublin Bay	IE_EA_090_0000	Not at Risk	Good
Ground Waterbody	Kilcullen	IE_EA_G_003	At Risk	Good

5.5 The risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge.

The EIA Directive introduced the requirement to assess the 'expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned'. There is currently no clear definition of the term 'major accident and / or disaster' outlined in the context of the EIA Directive. The *Major Accidents and Disasters in EIA: A Primer* published by Institute of Environmental Management and Assessment (IEMA) in 2020 includes the following definitions:

- Disaster – a natural hazard (e.g., earthquake) or a man-made / external hazard (e.g., act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident.
- Major Accident – events that threaten immediate or delayed serious environmental effects to human health, welfare and / or the environment and require the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g., train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events
- Significant environmental effect (in relation to a major accident and / or disaster assessment) – includes the loss of life, permanent injury and temporary or permanent destruction of an environmental receptor which cannot be restored through minor clean-up and restoration.

Construction activities to be undertaken are well understood and are commonly practiced in the Dún Laoghaire –Rathdown region. During operation, the Scheme will incentivise modal shift in public transport decision making through increased cycle and walking facilities along with improved public transport services. It is highly unlikely that any major accidents and / or disaster risk events would occur that present a sufficient combination of risk and consequence that would lead to significant residual environmental effects.

The proposed scheme does not fall within the consultation zone for any Seveso site (i.e., a site subject to Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major accident hazards).

The proposed scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works' (OPW) website.

The record of historic flood events in the vicinity of the proposed site was extracted from the National Flood Hazard Mapping Website www.floodmaps.ie. It is observed from OPW Flood Map Report for the Area that there are records of historic flood events recorded in the surrounding area of the proposed scheme:

- ID-2004 recurring flood, at Clearwater Clove approx. 30m from the proposed scheme.
- ID-2003 recurring flood, at Brighton Vale approx. 50m from the proposed scheme.
- ID-2198 which occurred on 20th October 2002, at Crofton Road along the proposed scheme.

- ID-11325 which occurred on 16th August 2008 and 2nd July 2009, at Newtownsmith along the proposed scheme.
- ID-13617 which occurred on 2nd March 2018, at Monkstown approx. 10m from the proposed scheme.

However, considering the scale and nature of the proposed scheme construction work, the proposed scheme site is not vulnerable to either direct or indirect significant effects as a result of flooding. It is also anticipated that any localised drainage issues would be engineered out as required during construction.

During the Construction Phase, there will be appropriate management plans implemented to manage and minimise risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan, and an Incident Response Plan.

Therefore, in the context of major accidents and disasters, significant environmental effects are considered unlikely at EIA Screening Stage and not considered further in SECTION 7:.

5.6 The risks to human health (for example due to water contamination or air pollution)

The EIA Directive has introduced the requirement to consider the ‘direct and indirect significant effects of a project on...population and human health’. The proposed scheme is not expected to give rise to adverse risks to human health. The proposed scheme will result in modal shift by promoting safe and convenient alternatives to private vehicles. It will enhance use of walking and cycling facilities and ensure integration of physical activity facilities, improve air quality, and reduce people’s exposure to unacceptable levels of pollution in local area. Therefore, it is expected that the implementation of the proposed scheme will result in a reduction of risk to human health arising from contamination or pollution.

The proposed scheme has the potential to impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services and positive effects on population and human health. The potential for likely significant effects on human health is discussed in Section 7.8.

SECTION 6: LOCATION OF PROJECT

Paragraph 2 of Annex III of the EIA Directive sets out the criteria with regard to the location of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section considers the environmental sensitivity of geographical areas likely to be affected by the Proposed Scheme.

6.1 The existing and approved land use

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within and around the proposed scheme extents as urban fabric discontinuous type along the proposed scheme. The proposed scheme works are within the existing road alignment. The subject site comprises entirely of public paths, roads, cycle paths, etc. within Dún Laoghaire –Rathdown region and that the proposed development comprises entirely the upgrading of these facilities.

The proposed scheme is lined with residential estates, commercial premises and open space with ancillary active recreational amenities. The proposed scheme is bound by Dún Laoghaire Harbour and Dún Laoghaire Bath site along the proposed route which are zoned as Objective W - to provide for waterfront development and harbour related uses.

The scheme is also bound by shopping areas in Dún Laoghaire, hospitals and Restaurants which are zoned as Zoning Objective MTC – to protect, provide for and /or improve major town centre facilities.

Refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map.

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

The proposed scheme is located mostly on a national road N31 and the rest on regional road, R831 with predominantly residential land use along the length of the scheme. Natural resources are considered to include soil, land, water and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure.

The existing storm water drainage network within the study area will be maintained. The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Some existing road gullies which no longer align with new kerbs will be decommissioned. New road gullies and connections are required only where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design. New areas of planting that act as rain gardens will be included along the route.

The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, and Poor Aquifer which is generally unproductive except for local zones as shown in Figure 6. 1 and Figure 6. 2 respectively.



Figure 6. 1: Bedrock Geology (Map Source: Geological Survey Ireland)



Figure 6. 2: Bedrock Aquifer (Map Source: Geological Survey Ireland)

The proposed scheme is located within an urban area on public roadways and on ‘made ground’ and some patches of ‘bedrock at surface’. The nearest areas that are considered to be of significant value for habitats and species are listed in Table 5. 1, Table 5. 2, Table 5. 3.

The proposed scheme is in proximity of Brewery Stream 010 and Dublin Bay. Details of the status of these waterbodies is provided in Table 5. 4 which shows the Brewery Stream 010 is ‘Poor’ for Water Framework

Directive (WFD) status; and coastal waterbody Dublin Bay is 'Good' for Water Framework Directive (WFD) status 2016-2021. The Brewery Stream flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted. Dublin Bay is approx. 40m north of Blackrock District.

Habitats within the footprint of the proposed works were classified as **Buildings and Artificial Surfaces (BL3)**, and **Treeline (WL2)**.

Residential buildings, public buildings, associated tarred areas for access (roads and footpaths), car parking, and concrete walls have been classified as **Building and Artificial Surfaces (BL3)**. This was the most predominant habitat type within the proposed works areas.

A **Treeline (WL2)** dominated by Sycamore (*Acer pseudoplatanus*) is present along Queen's Road to the east of Dún Laoghaire Harbour, and along Crofton Street, to the east of the dart line in Dún Laoghaire (AA Screening report, MKO 2023).

There are no potential impacts on the quality and regenerative capacity of natural resources in the area.

In addition, there will no. 38 new trees planted. A core objective of the scheme is to create opportunities for landscaping and the planting of new trees.

It is considered that the proposed scheme is consistent with the existing land uses and the wider land uses in the surrounding area. Therefore, the proposed scheme will not have any significant impact on the underlying bedrock, geology, or hydrogeology of the site.

6.3 The absorption capacity of the natural environment, paying particular attention to the following areas

Wetlands, riparian areas, and river mouths

The river water body Brewery Stream_010 runs through the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay.

The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16).

There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained or improved by integrating green infrastructure (i.e., vegetation, SUDs etc). The majority of the works for the proposed scheme are to take place on existing hardstanding areas.

Coastal zones and the marine environment

The nearest coastal waterbody is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 40m north of the scheme. However, due to the small nature and scale of the proposed works, the distance from the works to the Dublin Bay, and intervening urban area, there is no potential impact on the coastal waterbody.

Mountain and forest areas

Proposed scheme is not situated within a mountain and forest area. Therefore, none affected by the proposed scheme.

Nature and reserve parks

Proposed scheme is not situated within a nature or reserve parks. Therefore, none affected by the proposed scheme.

Areas classified or protected under national legislation, including areas classified or protected under national legislation; Natura 2000 areas designated by member states pursuant to directive 92/43/EEC and directive 2009/147/EC; Special Protection Areas designated pursuant to directives 2009/147/EC and 92/43/EEC

None directly affected by the proposed scheme.

The designated sites located within 15km of the proposed scheme are listed in Table 5. 1, Table 5. 2 and Table 5. 3.

In accordance with Article 6(3) of the EU Habitats Directive (92/43/EEC), a screening for Appropriate Assessment was prepared for the project (MKO, 2023) with a conclusive finding that the proposed scheme, individually or in combination with other plans or projects, will not have a significant effect on any other Natura 2000 Site and hence, Appropriate Assessment is not required.

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 there is such a failure

The Brewery stream_010 (EU_CD: IE_EA_09B130400) is under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

Densely populated areas

The proposed scheme is located in a densely populated area in Dún Laoghaire.

Landscapes and sites of historical, cultural, or archaeological significance

The National Monuments Service 'Historic Environment Viewer', DLR County Development Plan 2022-2028 and Record of Monument and Places was utilised as part of this desk-based study to identify features of archaeological, architectural, heritage or cultural mitigation measures in proximity to the proposed scheme site.

There are no National Inventory of Architectural Heritage (NIAH) within or in the vicinity of the proposed scheme extents. There are few Sites and Monuments Record (SMR), shown in Figure 6. 3 and described in the Table 6. 1below.

The 'Zone of Notification' for these monuments partially extends into the proposed scheme area however the development of the subject lands will not result in any direct impact on the monument. The zone does not define the exact extent of the monuments but is intended to identify the monuments for the purpose of notification under Section 12 of the National Monuments Act (1930-2004).

It is indicated that there are two industrial heritage structures located adjacent along the proposed scheme route. A Letter Box (Site Number 967) at Seapoint Avenue at junction with Seafield Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown.

The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafont Candidate Architectural Conservation Area (cACA). There are number of Protected Structures located along the scheme route (refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map).

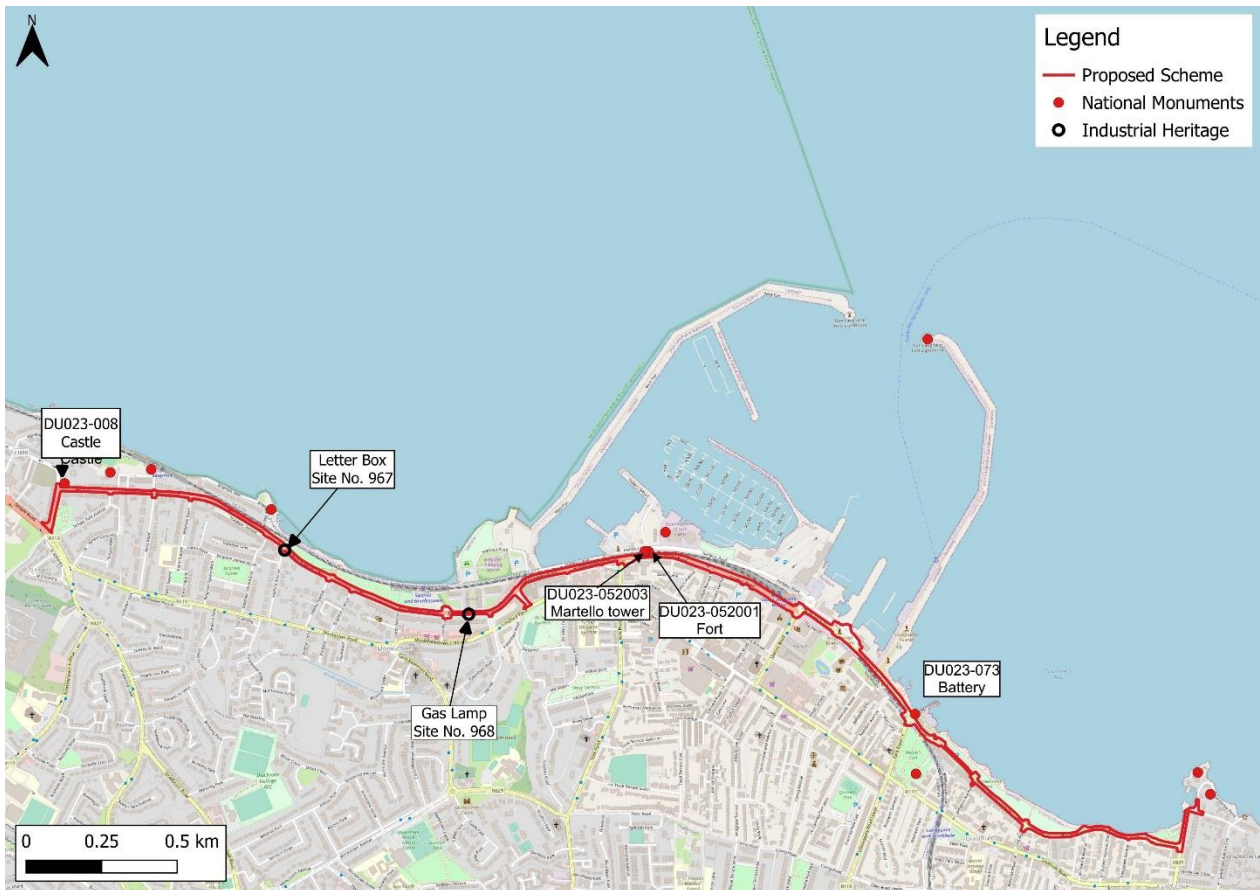


Figure 6. 3: Architectural Heritage and Monuments (Source: National Monuments Service ‘Historic Environment Viewer’)

Table 6. 1: Sites and Monuments Record in proximity to the proposed scheme

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU023-008	Castle - unclassified	Newtown, Blackrock	Situated on flat terrain adjacent to Merrion Strand currently occupied by Seapoint Manor. The present residence is shown as 'Castle Byrn' on the 1843 OS 6-inch map (Stokes 1895, 8). A castle described in the Civil survey (1654-6) as a slated castle located at Newtown. It was held by Walter Cheevers in the Civil survey (1654-6) (Simington 1945, 267)	Located adjacent to the proposed scheme at Seapoint Avenue
DU023-073	Battery	Glasthule	<p>Martello Tower and Battery No. 12 (Kerrigan 1995, 170). Annotated 'Battery' on the 1837 ed. OSi 6-inch map where it is shown standing 140m N of the Martello Tower No.12 (DU023-017----) and S of the Royal Victoria Baths. On this map the Battery is depicted as a roughly rectangular shaped area enclosed by a wall with narrow rectangular-shaped building on the W side of the Battery. The recently restored Baths at Dun Laoghaire are depicted standing on the site of the 'Battery' on the 1863 ed. OSi 6-inch map. Today there are no surface remains visible of Battery No. 12 at Glasthule. The tower and battery at Glasthule was armed with three 24 pounder guns and one 18 pounder gun (Kerrigan 1995, 170).</p> <p>In 1802 Admiral James Hawkins-Whitshed had been appointed the naval adviser to the Lord Lieutenant of Ireland, with orders to make arrangements for the defence of the Irish coast and to organise the sea defences of the coastline which included the construction of the Martello Towers and the batteries along the shoreline of the east coast of Ireland during the Napoleonic Wars of 1803-15. In 1803 he was appointed Commander-in-Chief of the Sea Fencibles [naval defence] in Ireland. Admiral Whitshed advised Lord (William) Cathcart, Commander in Chief in Ireland (1803-05), on the siting of the Martello towers. In 1804 the commander of the forces was authorised by the Chief Secretary to secure those parts of the coast between Drogheda and Wexford from an enemy landing. In September of that year, construction works commenced on the Martello towers and batteries defending Dublin Bay under the command of Royal Engineer, Lieutenant-Colonel Benjamin Fisher (Clements 2011, 71). By the end of 1806 the Dublin Martello Towers, of which there were 26 and their batteries had been completed (ibid. 72).</p> <p>In 1842 a Letter from Mr. Henry R. Paine, Secretary to the Board of Works, expressed the wishes of the Commissioners of Kingstown Harbour to purchase a Piece of Ordnance Land at Glasthule, with the Battery thereon, on certain Conditions' (Accounts and Papers of the House of Commons, Volume 50,</p>	Located adjacent to the proposed scheme at Windsor Terrace

			<p>1843). In this year the Commissioners wrote that; 'By some oversight, there has been an omission in applying to the Ordnance for a small portion of ground where the tramway crosses an Ordnance boundary, adjoining a small battery, No. 12, or Glashule. The object of this communication is to request the Master-General and Board to be pleased to allow this little portion of land to be made over to the Harbour Commissioners' (ibid. 21). This letter went on to state that; 'The Commissioners beg at the same time to suggest, that as this battery is in a state of complete dilapidation; that from its position (as shown in Plan No. 2), it is clear that it will never be used again as a means of defence, while such very superior situations are available on either side, as the heads of the piers and Sandy Cove Point; and us it is rather a obstruction, the Board might perhaps not be averse to disposing of the entire property to the Commissioners'.</p>	
DU023-052003	Martello tower	Dunleary	<p>Tower (DU023-052003-) and Battery No. 13 (Kerrigan 1995, 170) stood N of Crofton Road and York Road on the coast. According to Kerrigan (ibid.); 'The towers and batteries south of Dublin are numbered from 1 to 16, but there were only fourteen towers, as at two locations there were batteries only, while several of the towers were close to adjacent batteries'. A martello tower (DU023-052003-) was built at the N end of Clarence St with a battery (DU023-052004-) to the NE as shown on Taylor's 1816 Map of Dublin. This tower was possible built in the centre of a promontory fort (DU023-052001-) noted by Reverend Stokes (1893, 347) as the 'Dun of Dunleary'. According to Stokes (ibid.) 'the Martello Tower stood on the spot where now there exists an unused bridge [Battery Br.] across the railway close to the Kingstown coastguard station'. According to Kerrigan (1995, 168) construction of the Dublin area Martello Towers and their batteries commenced in 1804 under the supervision of Colonel Benjamin Fisher of the Royal Engineers and by December 1805 all towers were armed and complete. The tower and battery at Dun Laoghaire was armed with four 24 pounder guns, one 18 pounder gun and two 10-inch mortars (ibid., 170). The martello tower was demolished in 1836-7 by the construction of the Dublin-Kingstown railway line (De Courcy 1996, 134). No surface remains visible today of Martello Tower and Battery No. 13.</p> <p>Martello Tower No. 13 described by Kerrigan (1995, 174) as; 'tower no. 13, with the battery about 200 yards away on the shoreline to the north-east. The tower was demolished when the railway was constructed in 1834; the battery is depicted on early nineteenth century maps on or near the site of the present Irish Lights depot. The tower and battery protected the original Dunleary Harbour, the small inner harbour that still survives as part of the very much larger harbour, on which construction started a few years after the end of the Napoleonic wars. Early plans of this new harbour of Kingstown depict towers and batteries No. 12 and 13'.</p>	<p>Located approx. 15m from the proposed scheme at Crofton Road</p>

DU023-052001	Promontory fort - coastal	Dunleary	Situated N of Crofton Road and York Road on the coast. A promontory fort noted by Reverend Stokes (1893, 347) as 'Dun of Dunleary' and located left of the old pier at Dunlaoghaire. A martello tower (DU023-052003-) was built in the middle of the fort. Its position is marked on Rocque's map of County Dublin (1765) as a circular mound by the harbour. The area was levelled to make way for the railway in 1834. The material from the dismantled earthwork was used to level the ground and form a foundation for the road (Casey 2001).	Located approx. 15m from the proposed scheme at Crofton Road
--------------	---------------------------	----------	---	--

SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

Paragraph 3 of Annex III of the EIA Directive sets out the criteria to assess likely significant effects of a project on the environment with regard to the factors specified in Article 3(1) of the EIA Directive. This section presents the likely significant effects of the Proposed Scheme on different environmental factors.

7.1 The magnitude and spatial extent of the impact

This project relates to road upgrade and public realm improvement works in the Dún Laoghaire-Rathdown region. The proposed scheme works are within the existing road space and footpaths. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

7.2 The nature of the impact

Due to the small scale of the proposed project, any potential impacts are not likely to be significant.

7.3 The transboundary nature of the impact

Having regard to the scale of the proposed scheme, it is considered that any effects (which are likely to be insignificant) will be localised in nature and the proposed development will not result in any transboundary impacts.

7.4 The probability of the impact

During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption a CEMP will be implemented, and mitigation measures will be undertaken.

7.5 Traffic and Transport

The proposed scheme is designed to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. The scheme will also seek to provide environmental benefits by introducing new areas of planting and sustainable urban drainage features.

The characteristics of the proposed scheme are such that road space in some instances is reallocated from private car for the provision of sustainable modes. These characteristics will contribute to broader environmental positive impacts as the share of active travel modes (walking and cycling) increases.

The Construction Phase of the proposed scheme has the potential to impact people's day-to-day travel activities. Temporary traffic diversions, and in some instances temporary lane or road closures, may be required to undertake construction activities necessary to complete the proposed scheme. Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as bus stops, traffic crossings, private dwelling and business.

During construction, in combination with Living Streets: Dún Laoghaire proposed scheme, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the two projects together.

Impacts during the Construction Phase have the potential for temporary moderate negative effects.

However, during the Construction Phase, there will be appropriate management plans implemented for example a Construction Environmental Management Plan and a Construction Traffic Management Plan.

During operational phase, as part of the scheme the direction of traffic along Windsor Terrace will be reversed, this change is likely to increase the volume of traffic travelling northbound along the seafront. This is being done to reduce delays for busses at the nearby Park Road/George's St Lower junction. While the level of traffic will increase compared to the existing scenario it will still be significantly less than the levels experienced before the introduction of the temporary one-way system. The route will be traffic calmed to ensure vehicle speeds remain low.

Further the proposed scheme will encourage and promote modal shift to more sustainable modes of transport through increased cycle and walking facilities along with improved public transport services. Pedestrians and cyclists will experience a significant long term positive impact from the improved accessibility and a safer travel environment. Therefore, likely to result in permanent significant positive effects on traffic and transport.

7.6 Air Quality

Emissions to air during the Construction and Operational Phases have the potential to affect sensitive receptors (human and ecological receptors) both within the immediate vicinity and wider distances from the proposed scheme. Sensitive air quality receptors include buildings (residential, commercial, recreational, educational and medical) and road users in the immediate vicinity of the existing road boundary.

Construction activities have the potential to cause dust and particulate emissions which can be exacerbated by winds and dry weather. Dust emissions have the potential for temporary moderate negative effects, particularly on road users and sensitive receptors adjacent to construction sites and compounds. However, due to the limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.

There is potential for air quality effects during the construction phase which have the potential to cause short-term disturbance to nearby receivers.

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the scale of the proposed scheme and the existing traffic volumes.

During the operational phase, it is considered that this project is likely to have a long-term benefit to air and climatic factors. The scheme will improve the air quality due to the reduction in volume of vehicles and help reduce the existing CO₂ emissions through a reduction in fuel consumption. Therefore, likely to result in permanent positive effects.

7.7 Noise and Vibration

Noise and vibration can be a source of disturbance at sensitive receptors. Given the urban context of the proposed scheme, sensitive noise and vibration receptors include buildings (residential, commercial, recreational, and open spaces) and road users in the immediate vicinity of the existing road boundary.

However, there is minimum potential for noise and vibration emissions from construction plant considering the type of works required. Construction activities are considered to be temporary, and the proposed scheme has the potential for temporary minor negative effects, during works such as road resurfacing.

It is noted in Section 0 above that the proposed scheme is located in immediate proximity to the four Site and Monuments Record (SMR) three of which are listed in Record of Monuments and Places (RMPs) which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. In addition, there are number of protected structures along the proposed scheme route. There are also two industrial heritage structures, a letter box (Site Number 967) and Gas Lamp (Site Number 968) adjacent to the proposed scheme route.

However, the level of vibration caused during the construction phase is unlikely to generate any significant impacts on surrounding structures. Thus, significant impacts to protected monument, protected structures, and heritage structures within the vicinity of the proposed scheme are unlikely.

During operational phase, there is an improvement in the environment in the context of noise on the proposed scheme route with reduction in volume of vehicles.

7.8 Population and Human Health

The proposed scheme represents a continuation in use of an existing transport corridor. Sensitive human receptors include residential, community and recreational facilities, and commercial along the proposed scheme.

During the Construction Phase there may be some disruption to road users, pedestrians and cyclists, as well as some noise and dust emissions. A potential slight negative, temporary effect on Population and Human Health is therefore identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.

However, best construction practice will be implemented to ensure that noise and dust emissions will be kept within the required limits and a traffic management plan will be implemented for the duration of the construction works to ensure the maintenance of through traffic and of all site access.

The operational phase of the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout Dún Laoghaire. These operational benefits have the potential to have a permanent significant positive effect on the local community through improved access to walking and cycling, and increased safety for vulnerable road users therefore promoting a modal shift to more sustainable mode of transport.

7.9 Biodiversity

It is concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European Site designated under the Habitats Directive and Birds Directive.

As a result, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed development (MKO, 2023).

All existing trees along the route will be retained and there will be new ones planted. Areas of new low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. In advance of construction stage, a tree protection plan will be developed in collaboration with a suitable qualified arborist to ensure that the trees are not negatively impacted by the works. This will involve a no-dig construction methodology and may include aeration pipes which will be included as necessary to feed air to the roots.

7.10 Water

The Brewery Stream crosses the proposed works area between Longford Terrace and Old Dunleary Road flowing in a north- easterly direction before discharging into Dublin Bay. However, this stream is culverted.

Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.

The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle path and footpath network, the river water body is culverted through the proposed scheme site and there is existing drainage infrastructure in place to manage construction and operational related run off. No changes or upgrades is required to the existing drainage network or outfalls.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the surface water waterbodies. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

During Operational Phase, the proposed scheme will connect to the existing drainage infrastructure. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

7.11 Land, Soils, Geology and Hydrogeology

The 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, is the bedrock underlying the proposed scheme, and groundwater vulnerability is predominantly 'High' and 'Extreme' with patches of Rock at or near Surface or Karst along the scheme extents. The proposed scheme is underlain by a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.

There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. Having regard to the depth of the proposed excavations (max depth 1m), dewatering is not envisaged to be required during the works. The proposed scheme is not expected to give rise to any impacts on hydrogeology.

During the operational phase, new gullies will be installed which will revert surface water drainage to the existing drainage network. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design new area of planting that act as rain gardens will be included along the route.

Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.

7.12 Archaeology, Architectural and Cultural Heritage

There are few Sites and Monuments Record (SMR) located adjacent or within approx. 15m of the proposed scheme. There is a recorded monument, Castle (DU023-008), located adjacent to the proposed scheme on Seapoint Avenue. In addition, there are two archaeological sites in the proximity to the proposed scheme site at the Crafton Road, these consist of the Martello tower (DU023-052003) and Promontory fort-Coastal (DU023-052001). Both of these monuments are located approx. 15m north of the proposed scheme (Refer to Table 6. 1 for information). All the three sites are listed in the Record of Monuments and Places (RMPs) in DLR County Development Plan 2022-2028 and therefore subject to statutory protection under the

provisions of National Monuments Act 1987 as amended. There is one site, Battery – DU023-073 located adjacent to the proposed scheme at Windsor Terrace. However, this site is a SMR and not RMPs (Refer to Table 6. 1 for information).

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on recorded monuments are identified during the construction phase of the proposed scheme.

There are no NIAH sites in or adjacent to the proposed scheme. There are no protected structures within the immediate site of the proposed scheme. However, it is identified that there are some protected buildings and structures along the proposed scheme route which are listed in the Record of Protected Structures (RPS) in DLR County Development Plan 2022-2028.

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on protected structures are identified during the construction phase of the proposed scheme.

It is indicated that there are two industrial heritage structures located adjacent along the proposed scheme route. A Letter Box (Site Number 967) at Seapoint Avenue at junction with Seafield Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown. The two industrial heritage structures will be maintained in-situ and undisturbed during the proposed scheme construction works.

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on industrial heritage are identified during the construction phase of the proposed scheme.

The proposed scheme falls within two Architectural Conservation Area (ACA) namely Monkstown ACA and Sandycove Point, Sandycove ACA and one Candidate Architectural Conservation Area (cACA) Dún Laoghaire Harbour/ Dún Laoghaire Seafront cACA.

However due to the small nature and scale of the proposed works, there is no potential effects identified during the construction phase of the proposed scheme.

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure. It is a mechanism, which aims to identify and protect areas of special significance and promote an awareness of this significance. Buildings falling within the boundaries of an ACA can be both protected structures and non-protected structures. There are certain implications for development within an ACA – protection generally relates to the external appearance of structures and features of the streetscape. It does not prevent internal changes or rearrangements provided that these changes do not impact on the external appearance of the structure.

The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. The scheme will also help preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the ACAs and cACA.

A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.

7.13 Landscape and Visual

The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.

It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.

During the Operational Phase, the proposed scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments. Landscape features include development of a parklet along the coast on Marine Parade, including in ground planting and new seating areas. It also includes hard landscaping works on Sandycove Avenue West/Sandycove Point. There is also the potential for permanent significant positive effects on public realm through proposed changes to the streetscape.

7.14 Waste and Resources

During Construction Phase solid waste will be generated, however volumes requiring off-site management will not be significant. Given the nature of the proposed scheme, it is anticipated that demolition waste materials will comprise mainly of pavements, concrete kerbs, asphalt roadway and soil.

All waste materials arising during the construction phase of the proposed scheme will be segregated at source and placed in dedicated skips such as general waste, wood, mixed ferrous and concrete rubble on site to maximise the opportunity for reuse/recycling/recovery of materials.

All waste arisings will be transported off site by an approved Waste Contractor holding a current waste collection permit. Materials to be removed off site in skips or using haulage trucks and using the construction traffic egress points. All waste arisings requiring re-use, recycling, recovery or disposal off site will be brought to facilities holding the appropriate certificate of registration, licence or permit, as required.

A minor, negative and temporary effect on resource and waste is predicted during the construction phase of the proposed scheme.

No wastes will be produced during the operational phase of the proposed scheme.

7.15 Material Assets

There are a number of utilities in place alongside and crossing the existing road along the proposed scheme, the majority of which are buried within roadways, footpaths, and verge space. These utilities include gas, electricity, water and telecommunication lines and associated infrastructure.

During construction, there will be no major disruption expected. The proposed scheme may have potential for very minor and temporary disruption to facilitate new connections.

No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.

7.16 Cumulative Effects

Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.

In combination with Living Streets: Dún Laoghaire, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.

The new BusConnects network is expected to be in place by the time this project has finished construction and so the scheme is being designed with the future network in mind, rather than the existing one.

Cumulatively, the proposed scheme along with certain projects such as Living Streets: Dún Laoghaire and Busconnects will improve the sustainable transport network in proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.

Therefore, no significant negative cumulative effects will arise from these projects.

SECTION 8: CONCLUSION

It is concluded that impacts associated with the Construction and Operational Phases of the proposed scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

- Characteristics of Project
- Location of Project
- Type and Characteristics of Potential Impact

Barry Transportation has prepared this EIA Screening Report on behalf of DLRCC to determine whether an EIA is required for the proposed development. The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. This information will assist the competent authority, DLRCC to undertake the EIA screening as required under the Planning and Development Regulations, 2001, as amended and the Roads Act 1993, as amended.

Based on the information provided in this report, it is the opinion of Barry Transportation that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. However, the determination on EIA screening will be made by DLRCC.

APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST

Screening Determination:		
A. Case Details:		
Planning Register Reference:		
Development Summary:	Living Streets: Coastal Mobility Route	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purpose of AA Screening
Is an IED/IPC/Waste Licence or Wastewater Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant ³ assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	

B. Examination:	
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):	
	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):

³ Relevant assessments are those which have a significant bearing on the project.

<p>(a) The size and design of the whole of the proposed development (including any demolition works):</p>	<p>The proposed scheme consists of 6 sections namely Newton Avenue, Crofton and Queens Road, Coal Quay Bridge, Marine Road and Harbour junction, Park Road and Windsor Terrace and the Sandycove Avenue.</p> <p>The total length of the proposed scheme is 4.5km extending from Seapoint to Sandycove via Dún Laoghaire. Much of the existing footpaths will be broken out and replaced with concrete with new kerbs built along the existing road carriageway with no upgrades to the drainage network.</p>
<p>(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:</p>	<p>The DLRCC Planning and ABP website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed scheme. Projects of note are identified in Section 5.2 of this report. Given that there are no likely significant effects identified as a result of the proposed scheme, no cumulative effects are identified.</p>

<p>(c) Use of natural resources, in particular land, soil, water and biodiversity:</p> <p><i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i></p>	<p>The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.</p> <p>The proposed scheme works will include replacement of the temporary bolt down kerbs with new granite kerbs, and excavation and replacement of some of the existing footpaths. All existing trees along the route will be retained and there will be new ones planted.</p>
<p>(d) Production of waste:</p> <p><i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>No significant earthworks or excavation required. Minor quantities of waste will be generated from the topsoil stripping. There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials.</p>
<p>(e) Pollution and nuisances:</p> <p><i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.</p>
<p>(f) Major accidents and disasters:</p> <p><i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>The proposed scheme does not fall within the consultation zone for any Seveso site. The proposed scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan.</p>

<p>(g) Risks to human health, for example due to water contamination or air pollution:</p>	<p>The proposed scheme has the potential impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services</p>
<p>2. Location of proposed development:</p>	
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</p>	<p>If relevant, briefly describe the characteristics of the location</p> <p>(with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally describe the location of the site and its surroundings:</p>	<p>The proposed scheme lies in the Dún Laoghaire which is a historic and well-established urban village within the County of Dún Laoghaire-Rathdown. It is located approximately 8 km south of Dublin City Centre. The study scheme lies adjacent to the coastline of Dublin Bay.</p> <p>The proposed scheme consists of Newton Avenue, Crofton and Queens Road, Coal Quay Bridge, Marine Road and Harbour junction, Park Road and Windsor Terrace and the Sandycove Avenue.</p>

<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 30m of the proposed scheme.</p> <p>The nearest pNHA to the site is Dalkey Coastal Zone and Killiney Hill which is 1.7m away from the proposed scheme extents.</p> <p>There are no NHA's around the 15km buffer of the proposed scheme. There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the proposed scheme.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The Brewery Stream_010 flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted. The culverted Brewery Stream_010 also flows approx. 200m west of the proposed scheme beneath Temple road.</p> <p>The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16).</p> <p>The nearest coastal waterbody is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 60m north of the scheme.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.</p> <p>It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>There is four Record of National Monuments adjacent to the scheme extent. There are number of protected structures located along the proposed scheme route. there are two industrial heritage structures: a Letter box and Gas Lamp.</p> <p>The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafront Candidate Architectural Conservation Area (cACA).</p>

<p>(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?</p>	<p>The proposed scheme is located in densely populated area in Dún Laoghaire which includes residential, recreational, commercial and educational land uses.</p>
---	--

<p>(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?</p>	<p>The site of the proposed scheme is within proximity to a couple of designated sites. South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC are both located 30m from the proposed scheme extents.</p>
<p>(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?</p>	<p>The river water body Brewery Stream_010 runs through the site extents at two locations before flowing into the Dublin Bay. Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.</p> <p>The stream flows in northerly direction into Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 60m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.</p>
<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>The proposed scheme does not fall within CFRAM river flood extents. There have been five past flood events recorded in close proximity to the proposed scheme. However, due to the small nature and scale of the proposed works there is no potential flood risk.</p>
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>No additional considerations in addition to those previously identified above are specific to this location.</p>

3. Types and characteristics of potential impacts:

<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
<p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>		
<p><i>Population and human health:</i></p>		

<p>The proposed scheme represents a continuation in use of an existing transport corridor.</p> <p>A potential slight negative, temporary effect on Population and Human Health is identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.</p> <p>When completed, the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout the study scheme.</p>		No
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.⁴ *</i></p>		
<p>No faunal species or evidence of faunal species associated with any European Designated sites were recorded within the proposed works site. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed works site mentioned in Section 5.2 provide supporting habitat for any QI/SCI species associated with nearby European Site (MKO,2023).</p>		No
<p><i>Land, soil, water, air and climate:</i></p>		
<p>Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.</p> <p>The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts and a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.</p> <p>The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle lane and footpath network, the river waterbody is culverted at the subject site and there is existing drainage infrastructure in place to manage construction and operational related run off.</p>		No

⁴ And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the operational phase, new gullies will be installed which will revert surface water drainage to the River Brewery Stream, as per the current scenario. Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.</p> <p>Due to limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.</p>		
<i>Material assets, cultural heritage and the landscape:*</i>		
<p>No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.</p> <p>There are a total of four recorded National Monuments within close proximity of the scheme. Three out of the four monuments are listed in the Record of Monuments and Places. There are number of protected structures located along the proposed scheme route. There are also two industrial heritage structures: a Letter box and Gas Lamp along the proposed scheme. The proposed scheme falls within two Architectural Conservation Area (ACA) namely Monkstown ACA and Sandycove Point, Sandycove ACA and one Candidate Architectural Conservation Area (cACA) Dún Laoghaire Harbour/ Dún Laoghaire Seafront cACA (Refer Section 6.3.8).</p> <p>There would be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme because of the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting. During the Operational Phase, the proposed scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments.</p>	<p>It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.</p>	<p>No</p>

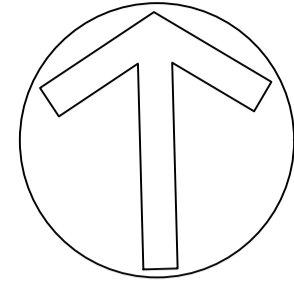
<i>Cumulative effects:</i>		
<p>Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.</p> <p>In combination with Living Streets Dún Laoghaire, there will be change in traffic arrangements.</p>	<p>A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.</p>	<p>No</p>

Cumulatively, the proposed scheme will improve the sustainable transport network in proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car. Therefore, no significant negative cumulative effects from these projects.		
Transboundary effects:		
The proposed scheme will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed scheme.	None required	No
4. Additional Considerations:		
Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):	The conclusions of the AA Screening Report have been considered in the preparation of this report.	
Other relevant information/ considerations of note:		

C. Determination:		
No real likelihood of significant effects on the environment.	✓	EIAR is not required
Real likelihood of significant effects on the environment.		EIAR is required

D. Main Reasons and Considerations:
<p>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:</p> <p>(a) Set out the main reasons and considerations specific to the nature, size, or location of the proposed development, and the types and characteristics of potential impacts:</p> <p>(b) Where relevant, reference any key mitigation measures of significance to the screening determination:</p> <p>(c) Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g., SEA, AA screening, AA):</p> <p>(d) Any other relevant information:</p> <p>It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.</p>

APPENDIX 2: COASTAL MOBILITY ROUTE DESIGN



File Name: R322 Projects\24110 - DL RCC Review of Covid-19 Measures\00_WIP\2D Drawings\24110-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg

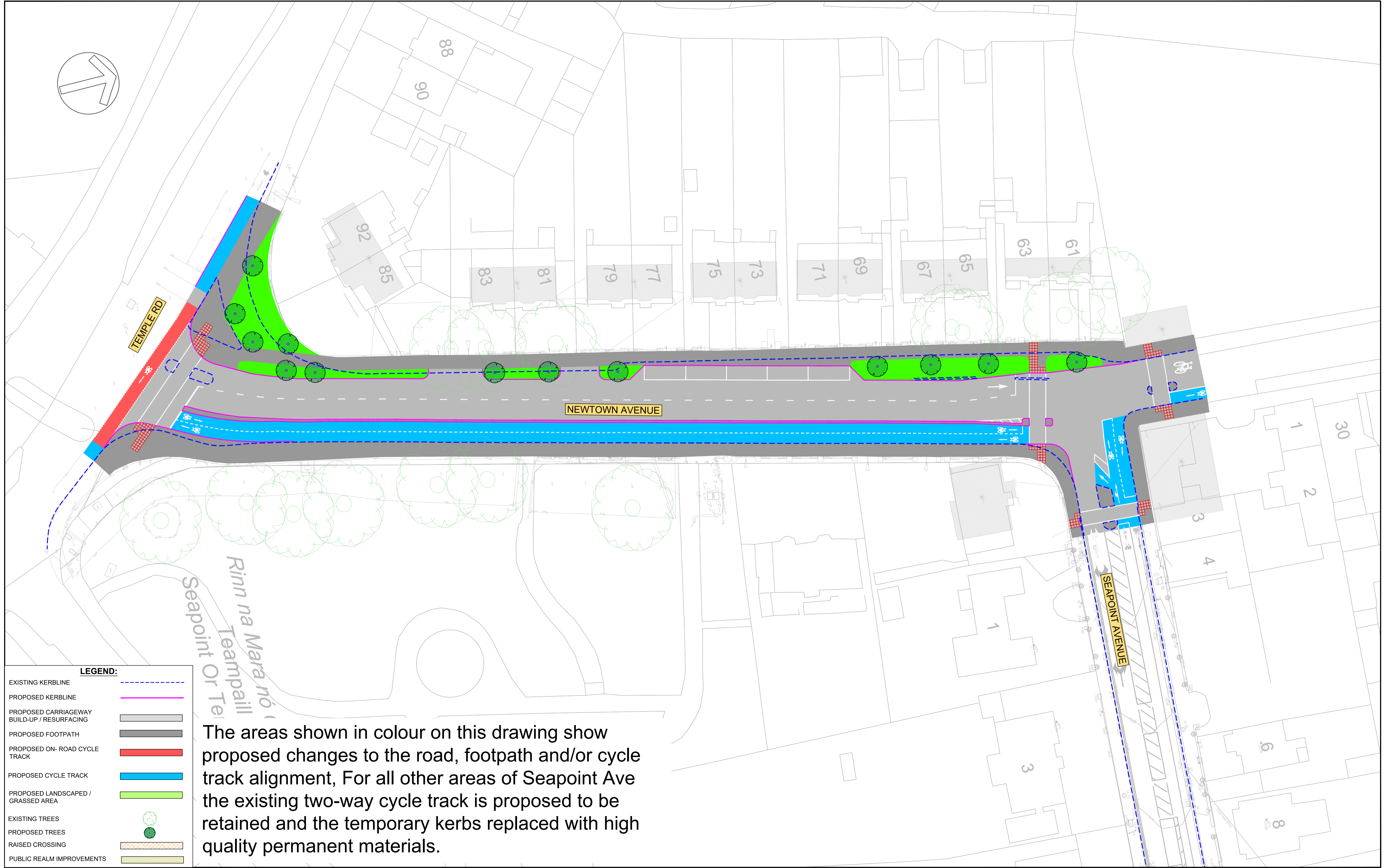
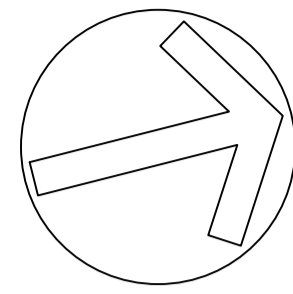


Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	issued for Review	XX	XX
P02	31/05	31/05	issued for Approval	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 00 of 18		S4
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:5000	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 31/05/2023	Rev: P02
Checked: RC		



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

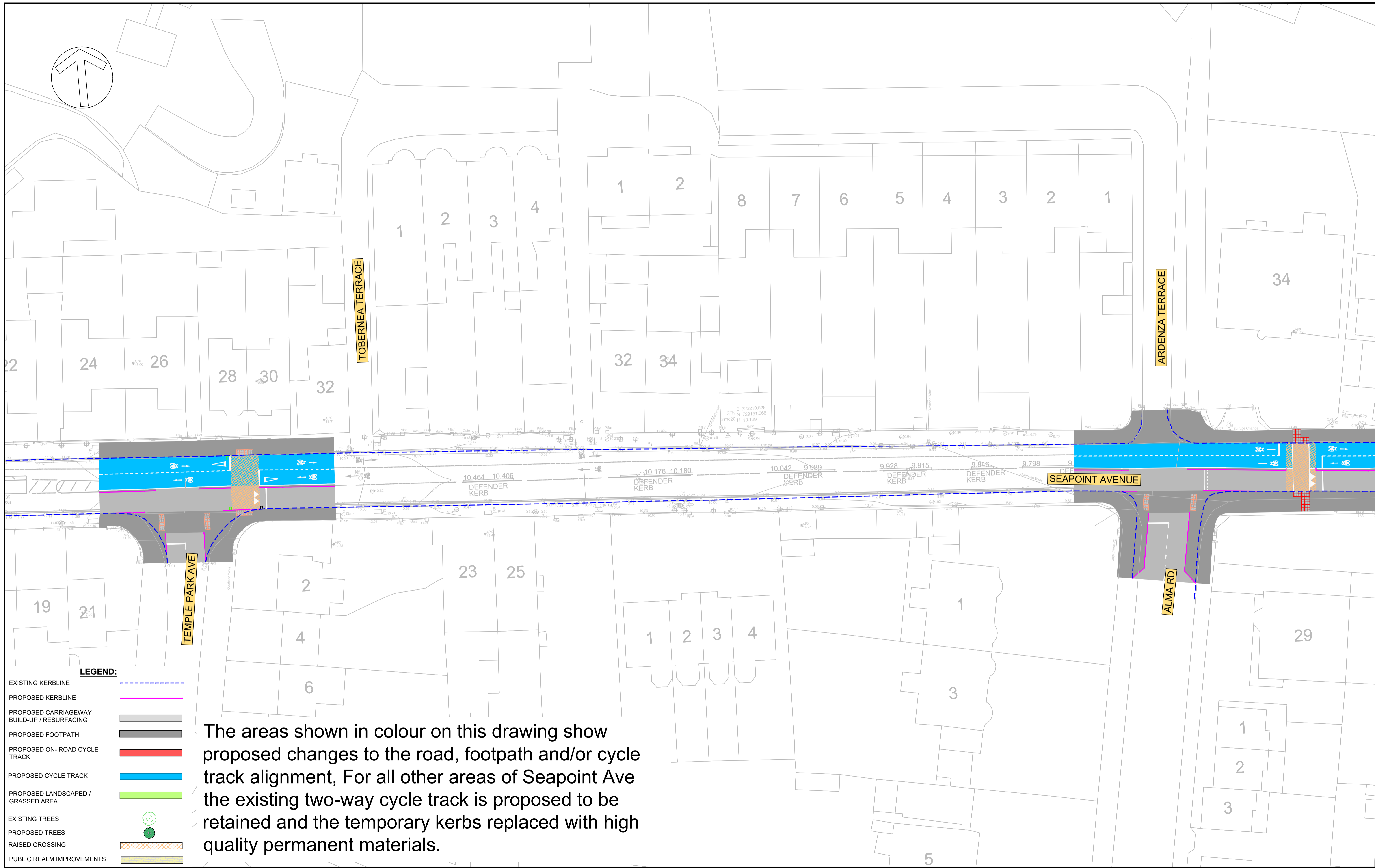
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 01 of 018		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		

File Name: R:\22 Projects\22410 - DL\RCC Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

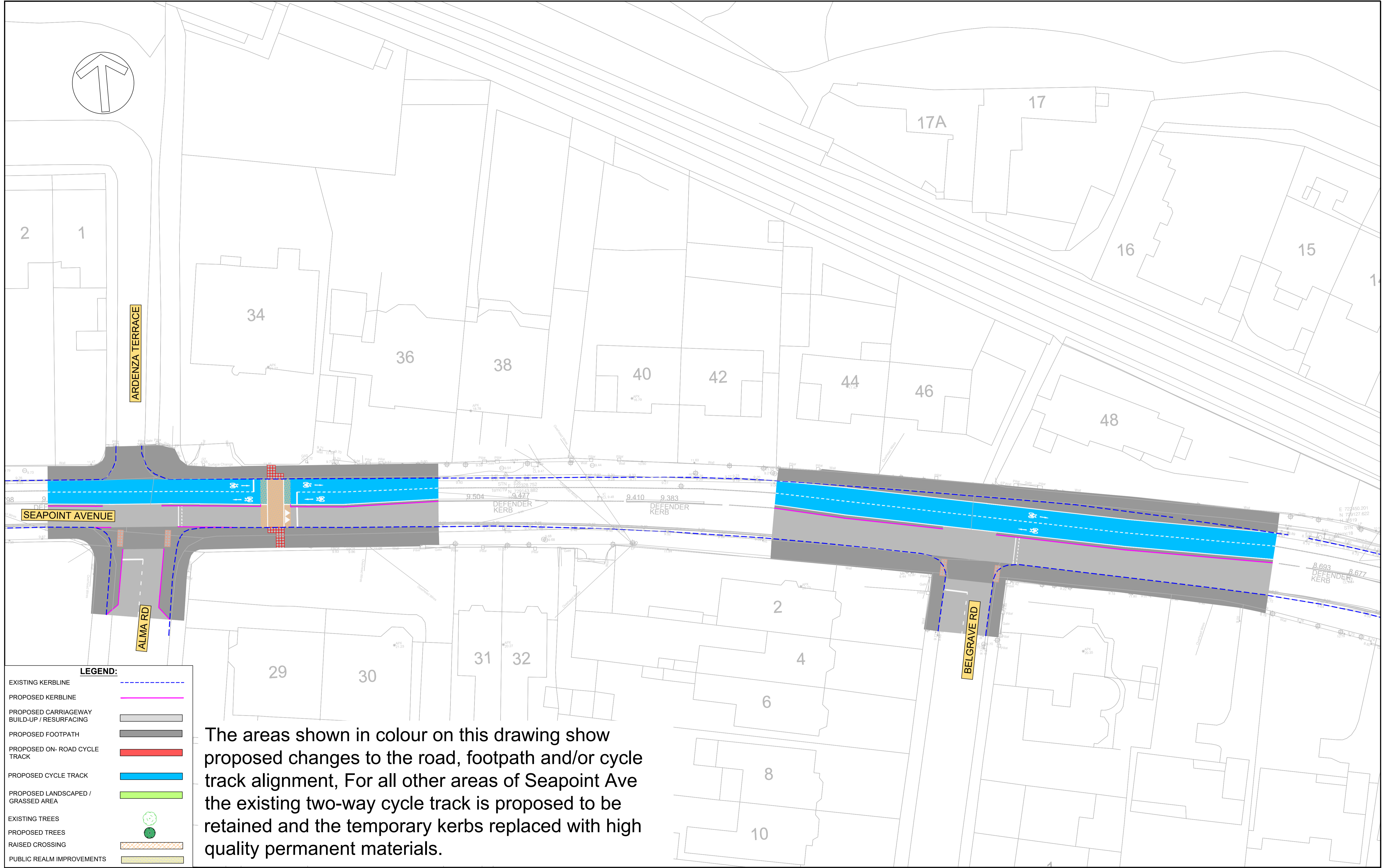
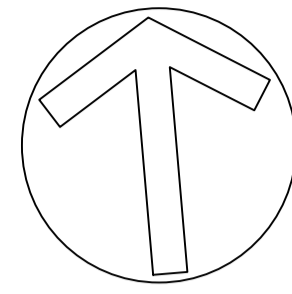
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 02 of 18		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		

File Name: R022 Projects\22410 - DL RCC Review of Covid-19 Measures\02_WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

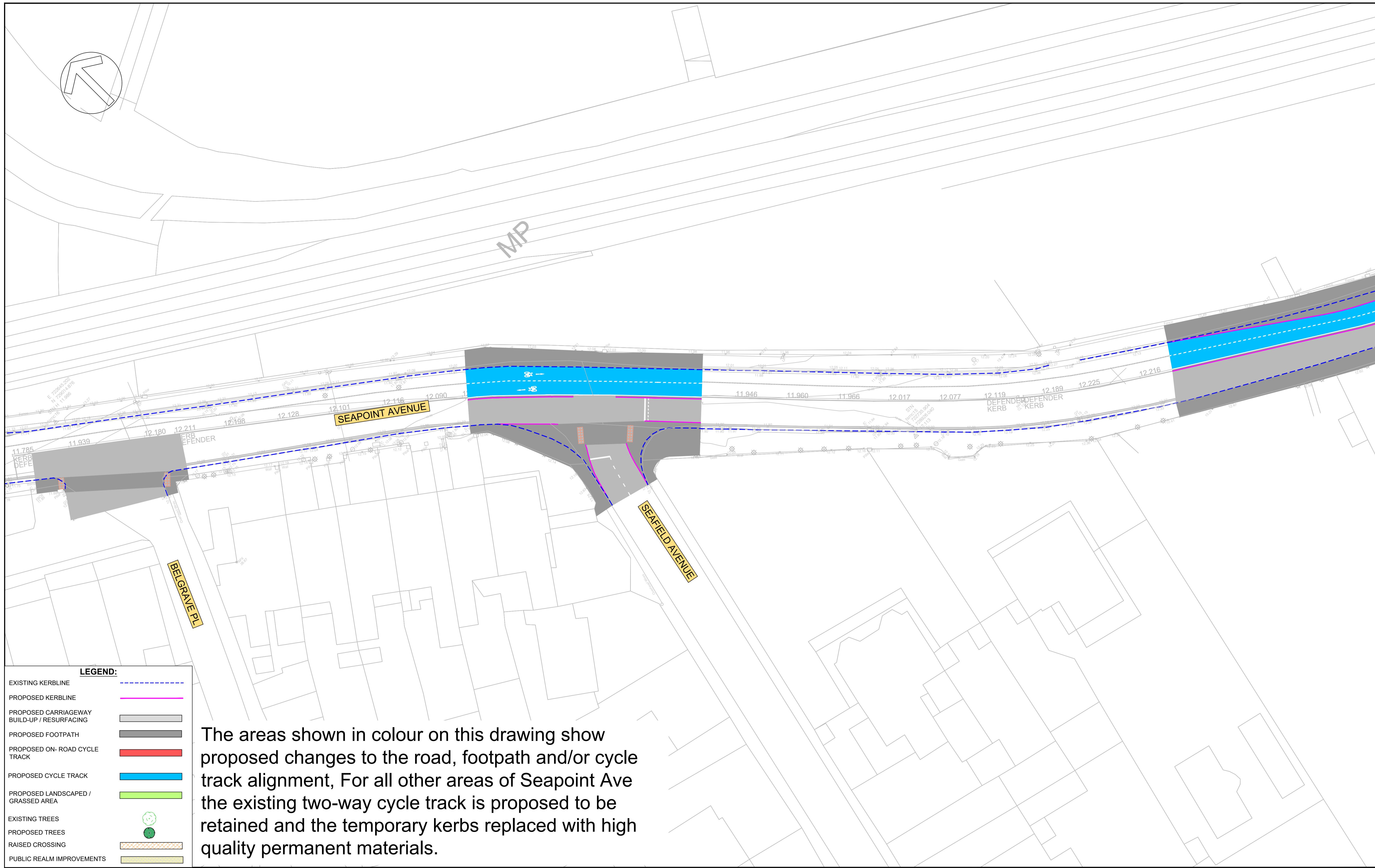
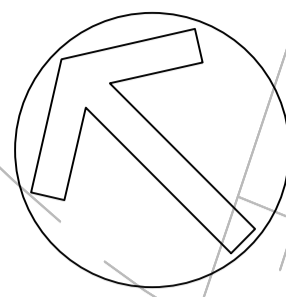
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 03 of 18		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		

File Name: R022 Projects\22410 - DL RCC Review of Covid-19 Measures\00_VIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



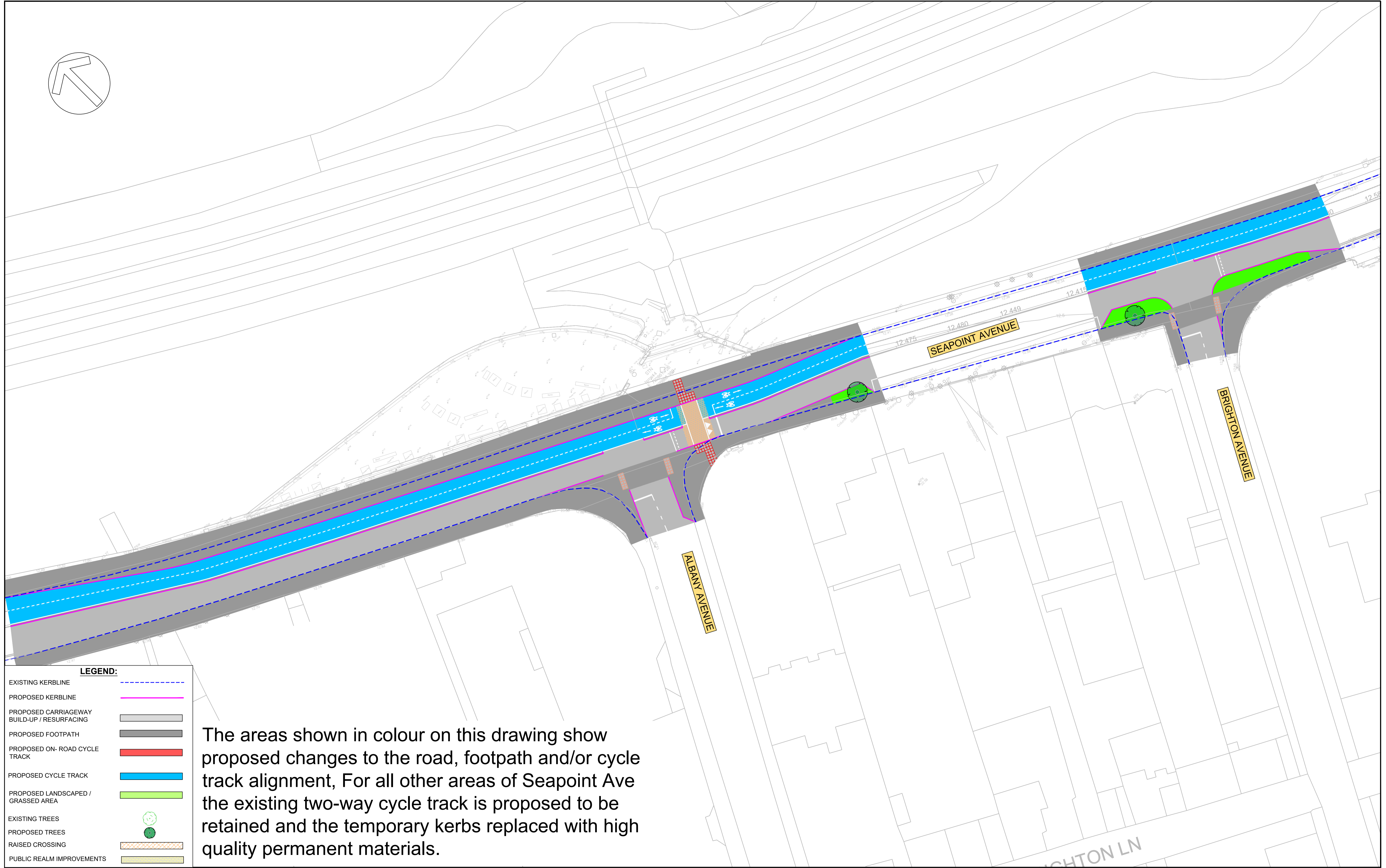
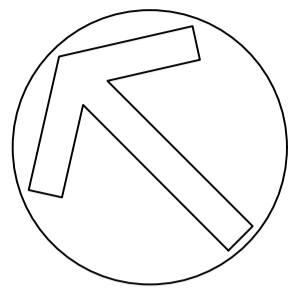
Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 04 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DL\RCC Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Designing.dwg



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

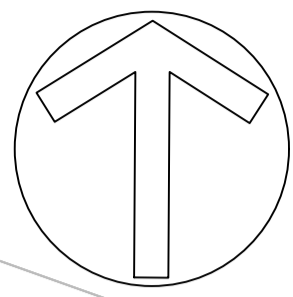
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 05 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DLRCO Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



Car Park

SALTHILL

SALTHILL

LONGFORD TERRACE

LONGFORD TCE

DEFENDER KERB

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Longford Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

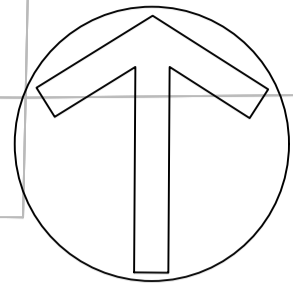


Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 06 of 18		
Designed: BE	File Name: 22410-BTL-XX-CMR-DR-CE-00083	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		



SALTHILL

SALTHILL

OLD DUNLEARY RD

CUMBERLAND STREET

LONGFORD TCE

LONGFORD PL

ENHAM ROAD

Clubhou

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Longford Terrace and Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

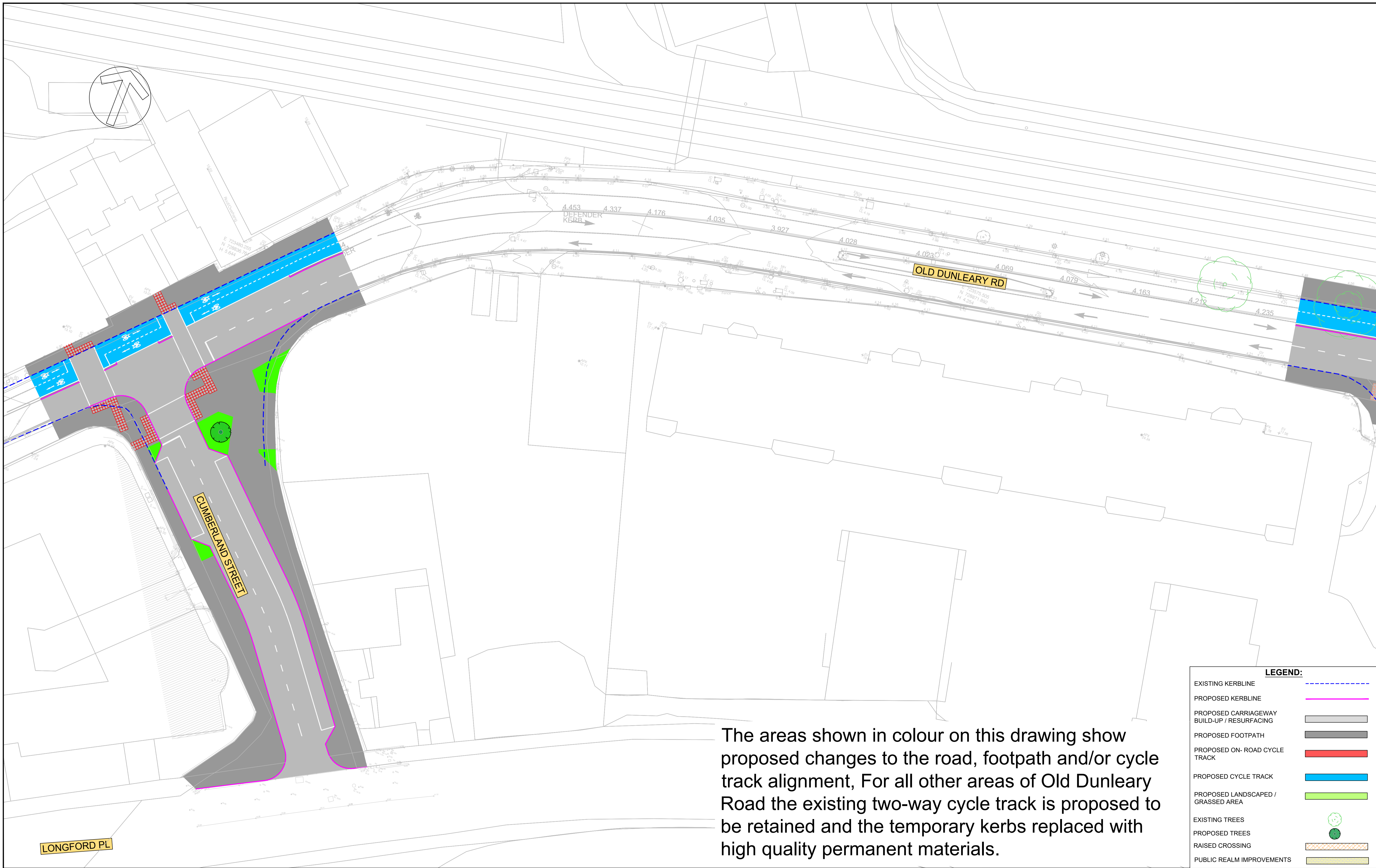


Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 06 of 18		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	

LONGFORD PL



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

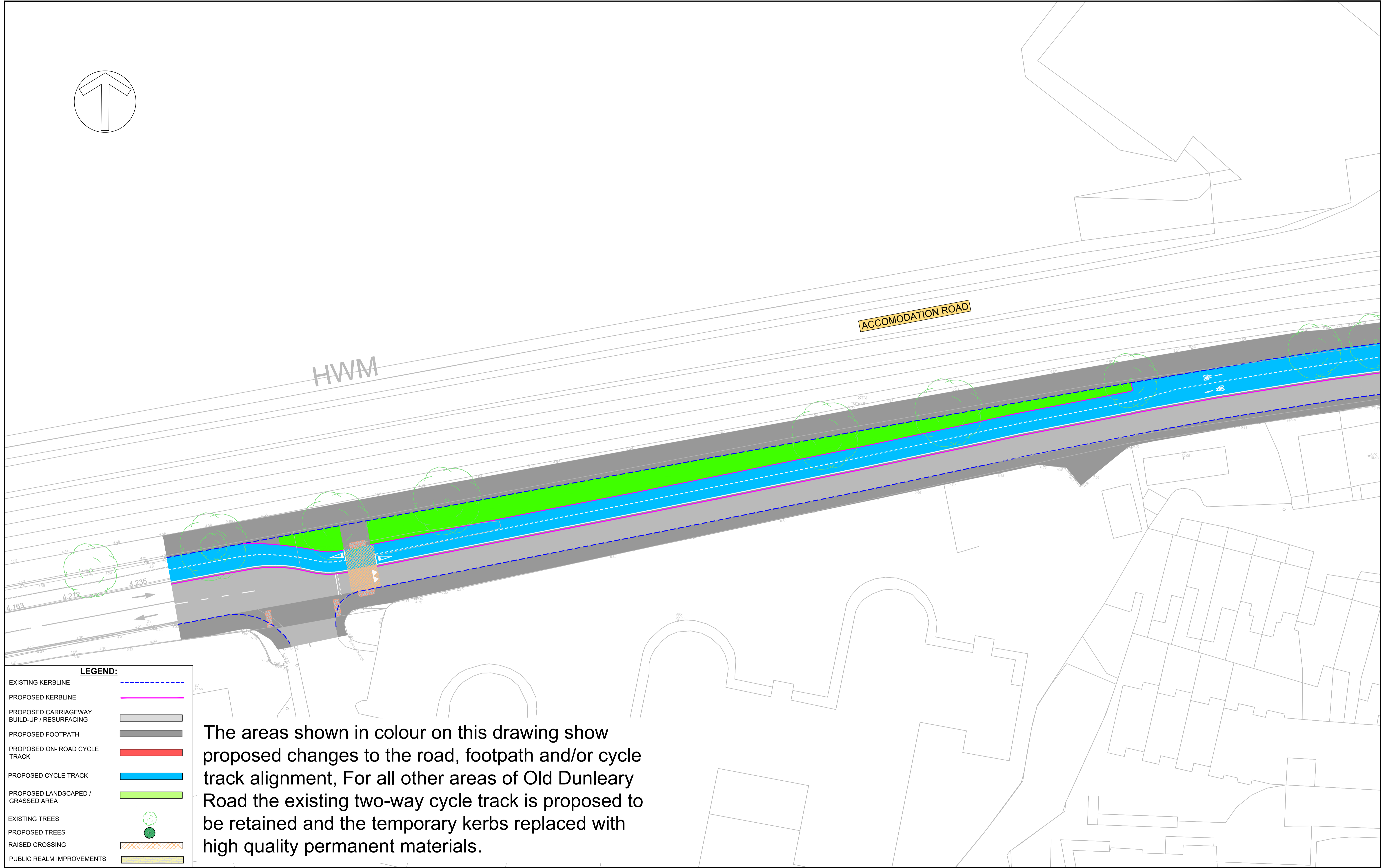
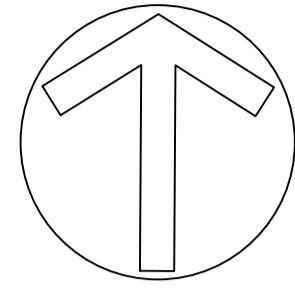
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 07 of 18		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		

File Name: R:\22 Projects\22410 - DLRC Review of Covid-19 Measures\03 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

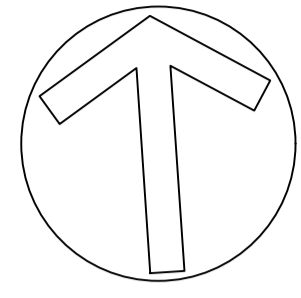
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 08 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - dlr\22 Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



BOUR ROAD

4
3
2
1

CROFTON RD

CLARENCE ST

2 3 4 5 6 7

LEGEND:

- EXISTING KERBLINE - - - - -
- PROPOSED KERBLINE —————
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS



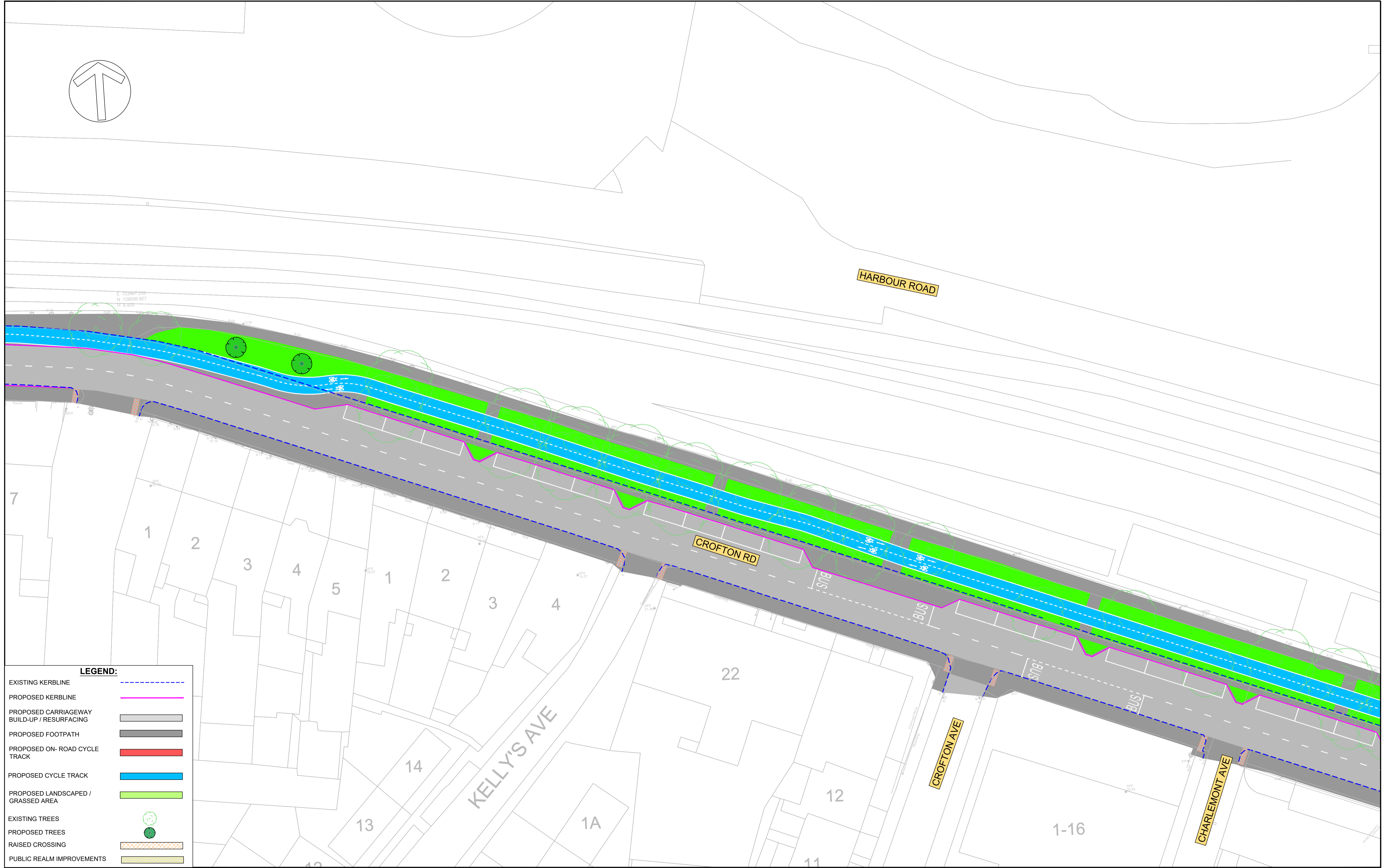
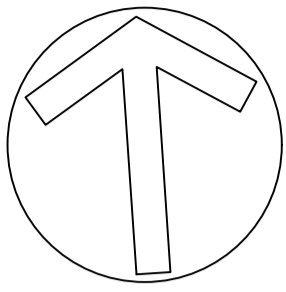
Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 09 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DLRCC Review of Covid-19 Measures\03 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Designing.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	



BARRY TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

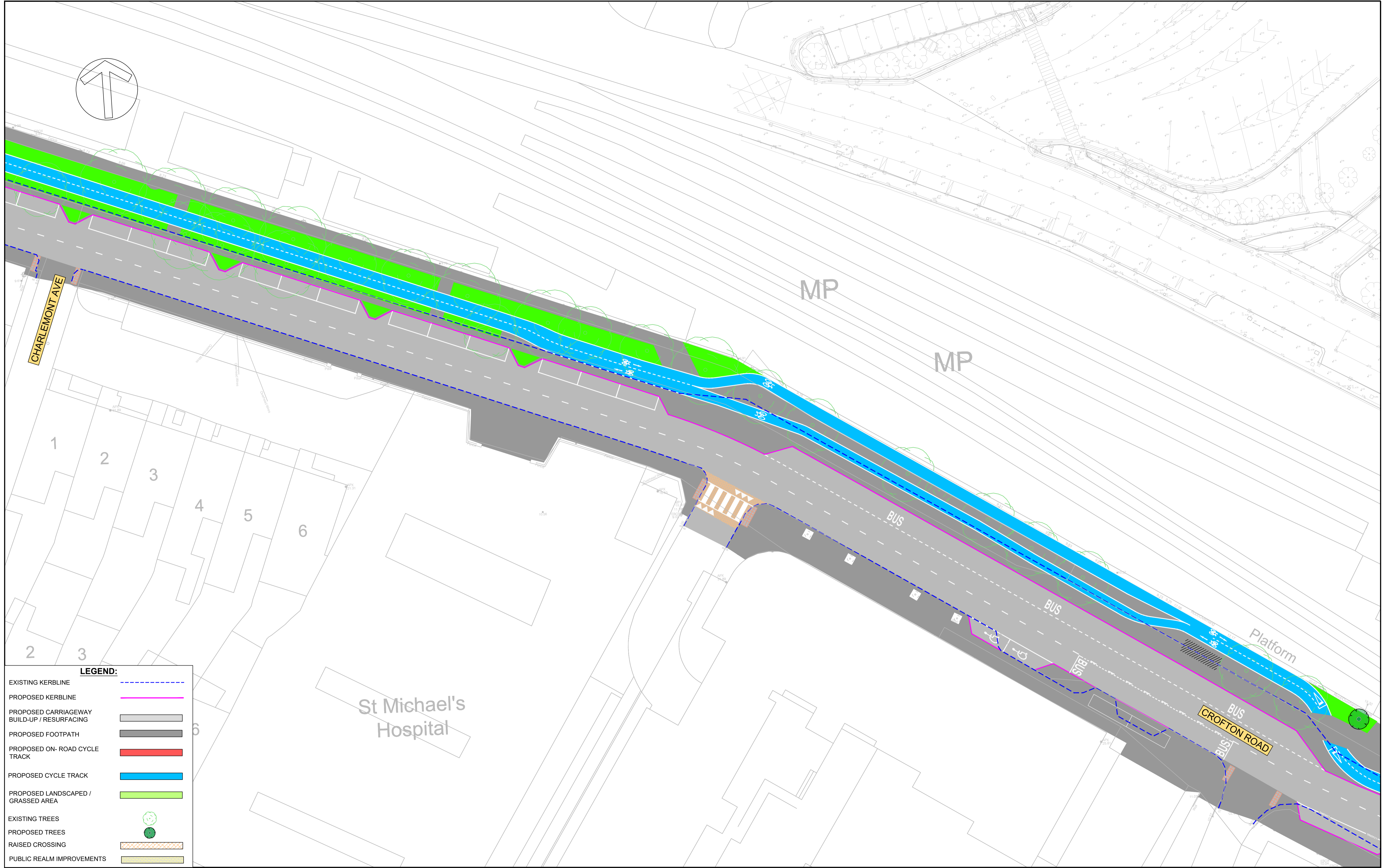
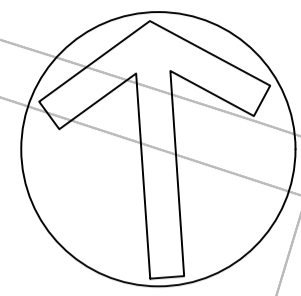
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 10 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DLRCO Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Designing.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	



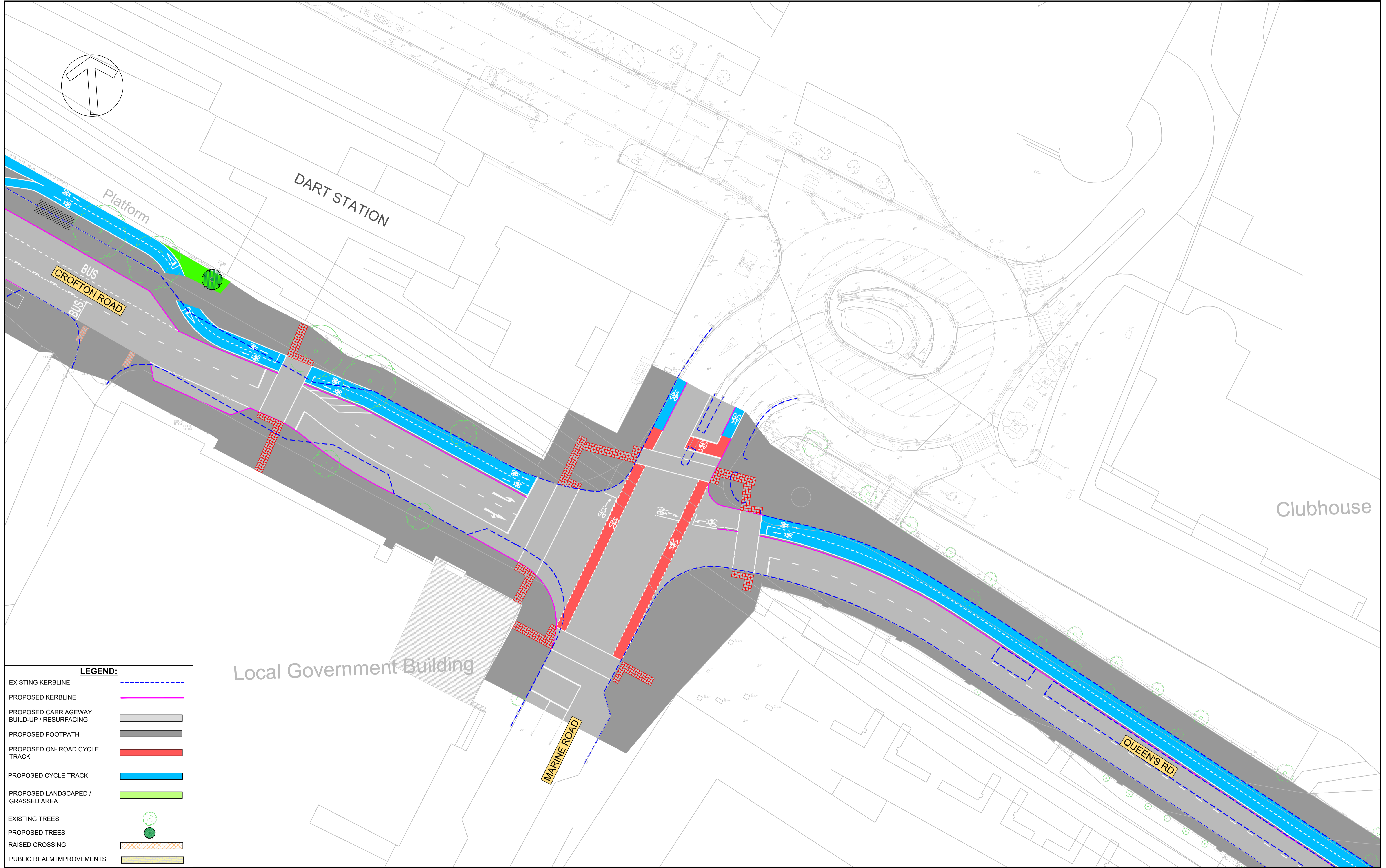
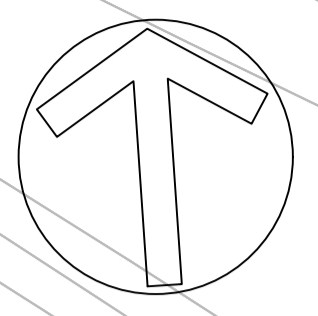
Dundrum Business Park,
 Classon House,
 Dundrum Road, Dublin 14,
 Co. Dublin,
 Ireland
 Phone: (01) 4851400
 Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status:
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 11 of 18		S3
Designed: BE	File Name:	Drawing No.
Drawn: EP	Scale at A1: 1:250	22410-BTL-XX-CMR-DR-CE-00083
Approved: RC	Date: 04/04/2023	Rev: P01
Checked: RC		

File Name: R:\22 Projects\22410 - DLRCC Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Designing.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

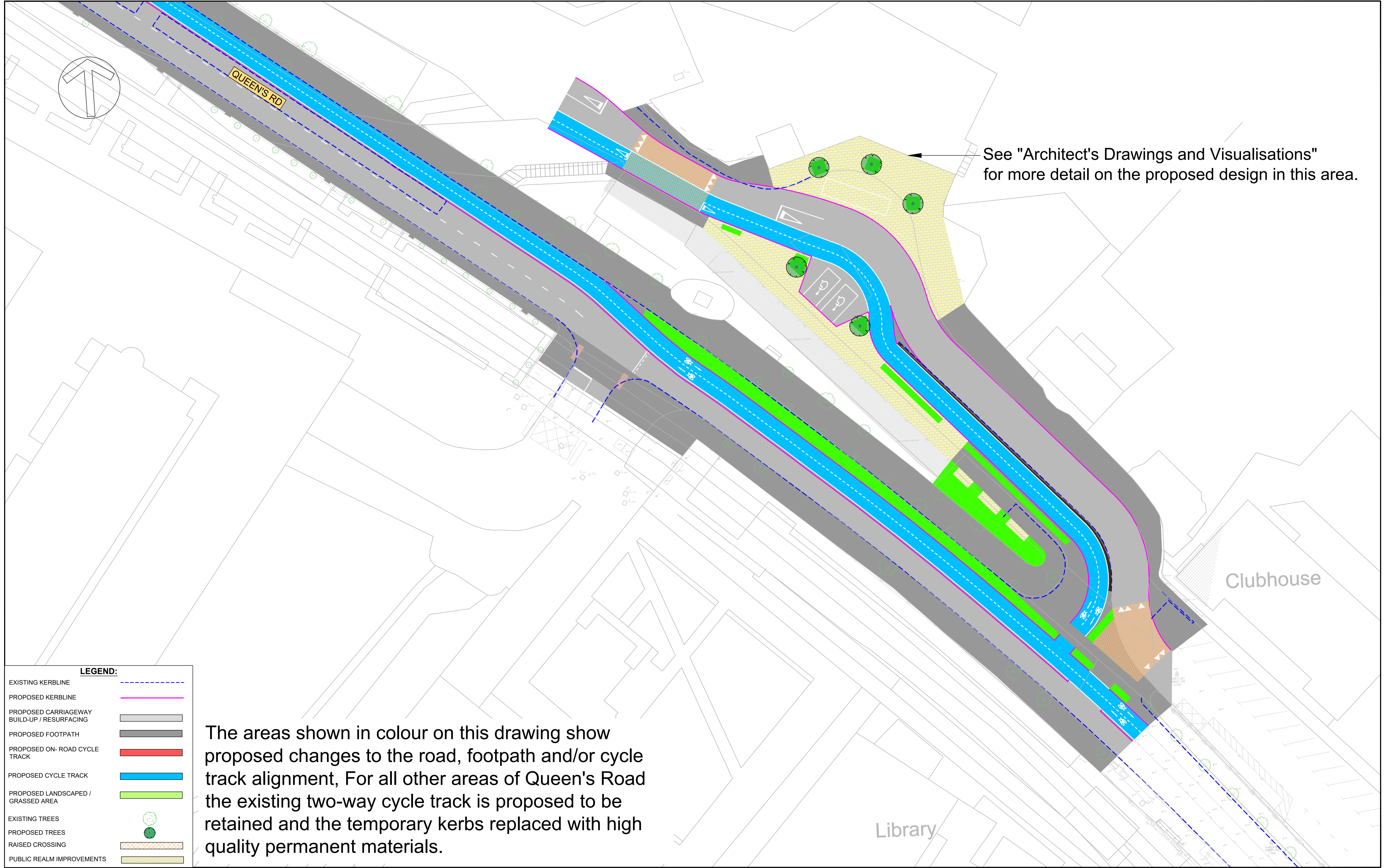
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 12 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R022 Projects\22410 - DLRCC Review of Covid-19 Measures\02_WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



See "Architect's Drawings and Visualisations" for more detail on the proposed design in this area.

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Queen's Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

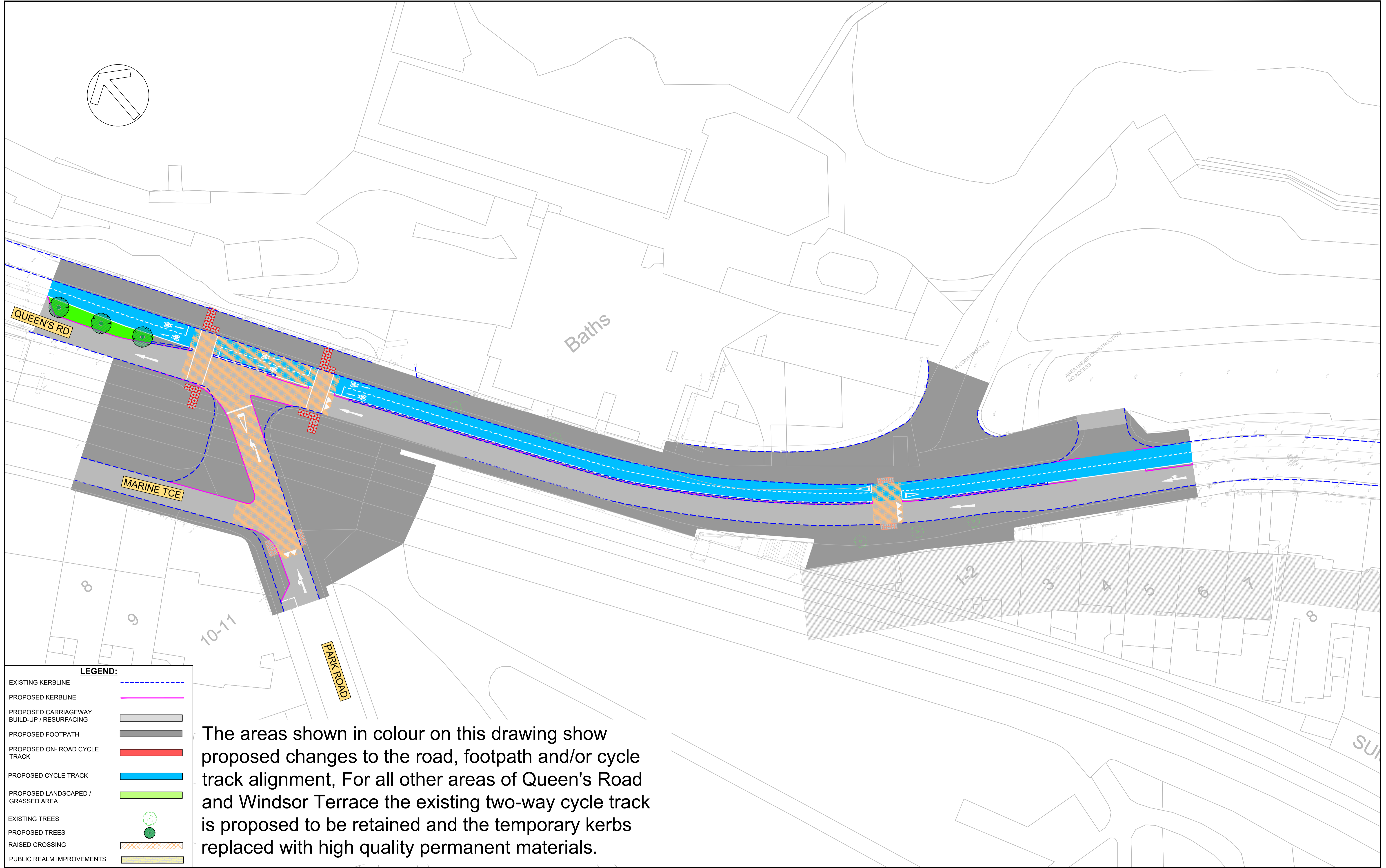
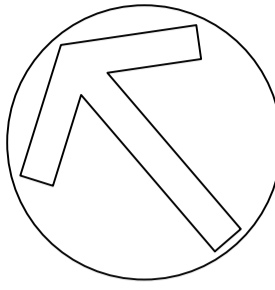
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 13 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R022 Projects\22410 - DL RCC Review of Covid-19 Measures\02_WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Queen's Road and Windsor Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

Phone: (01) 4851400
Email: transportation@jbbarry.ie

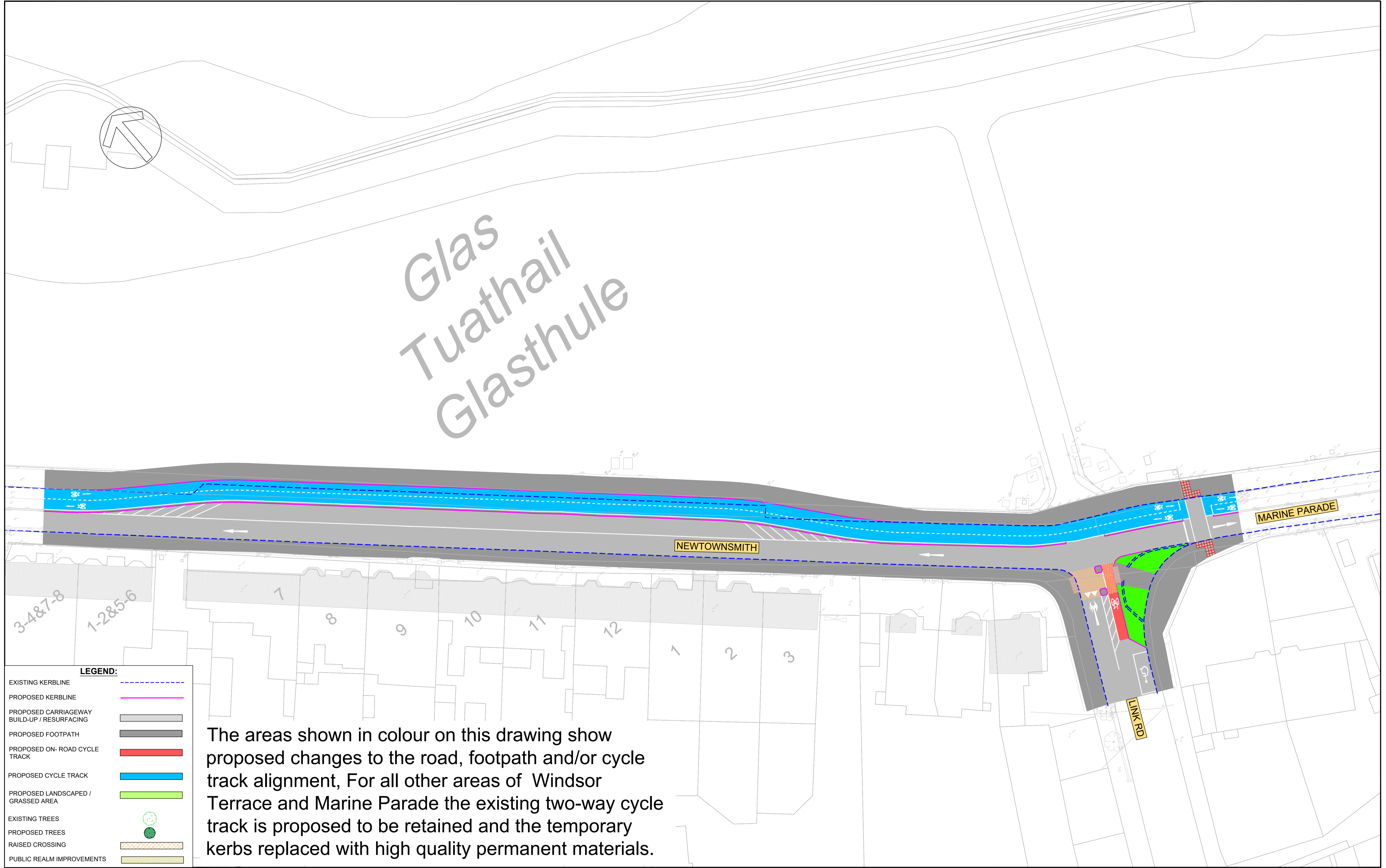
Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 14 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R022 Projects\2410 - DL RCC Review of Covid-19 Measures\00_VIP\2D Drawings\2410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg

Glas
Tuathail
Glasthule



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Windsor Terrace and Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

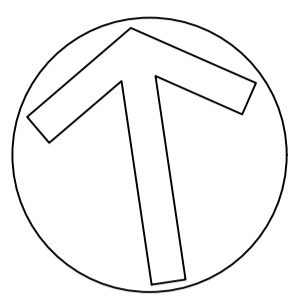
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

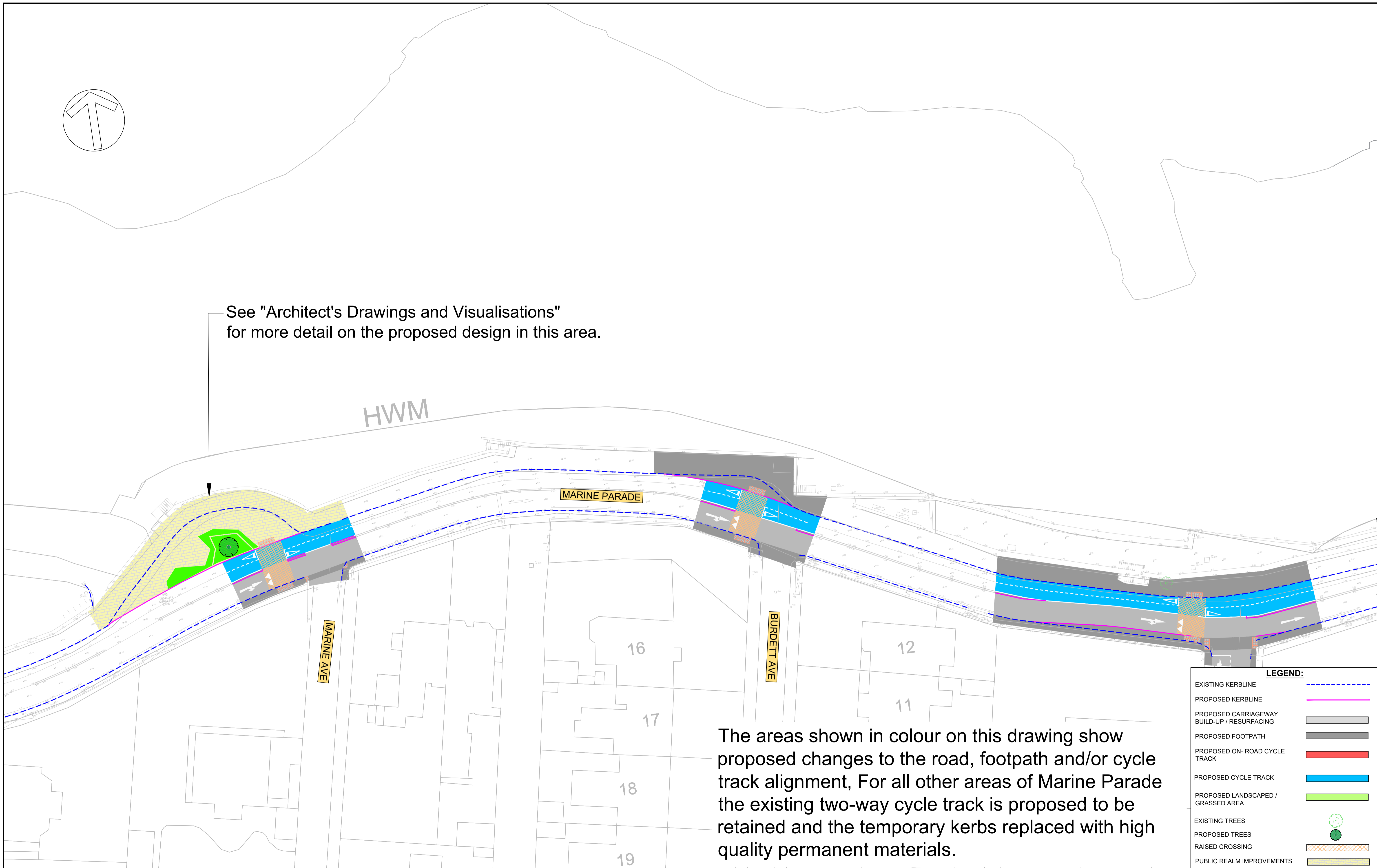
Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 15 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R022 Projects\22410 - DL RCC Review of Covid-19 Measures\00_VIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



See "Architect's Drawings and Visualisations" for more detail on the proposed design in this area.



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

- EXISTING KERBLINE ---
- PROPOSED KERBLINE ---
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES ●
- PROPOSED TREES ●
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

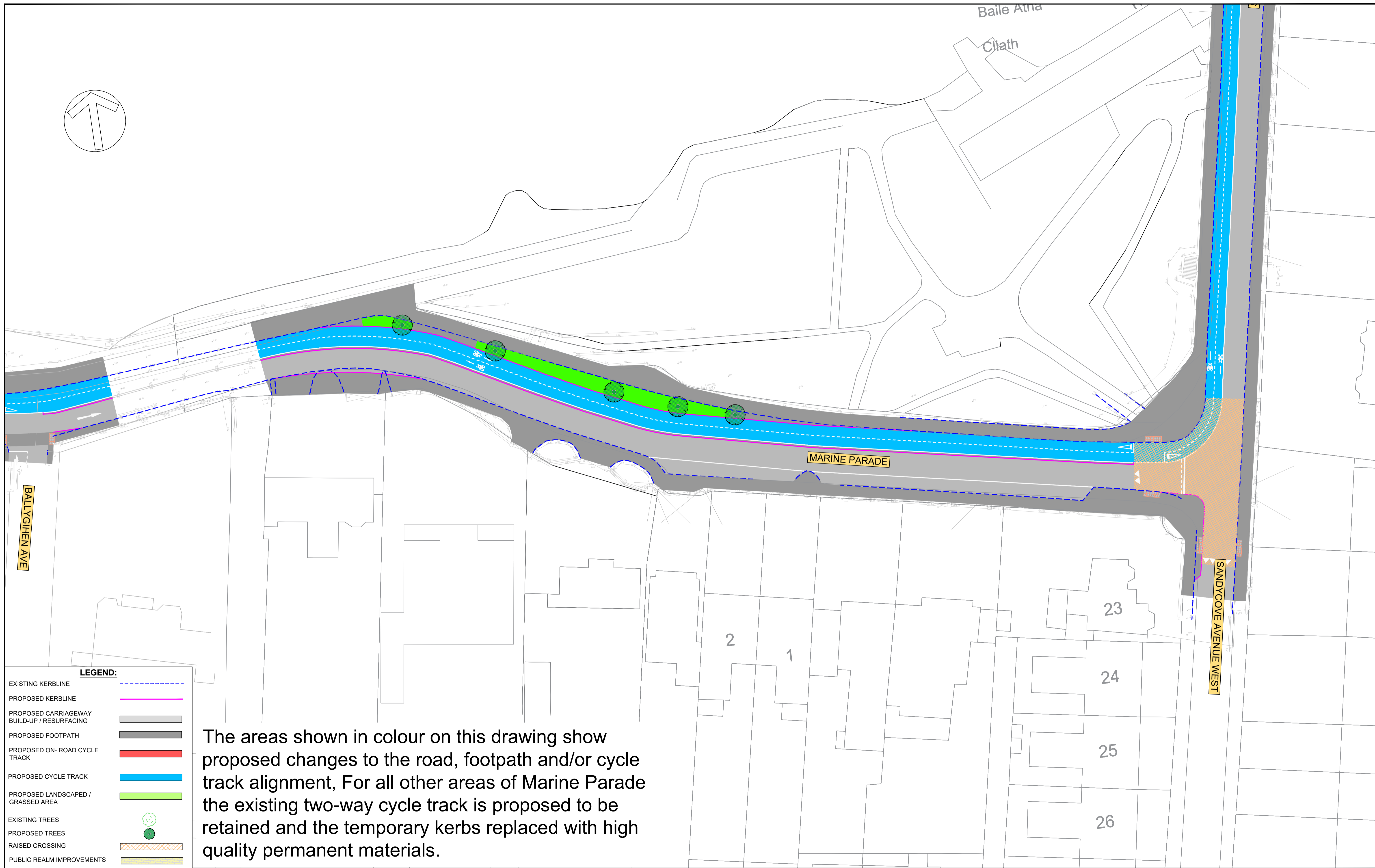
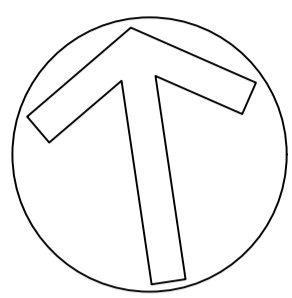


Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 16 of 18		
Designed: BE	File Name: 22410-BTL-XX-CMR-DR-CE-00083	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

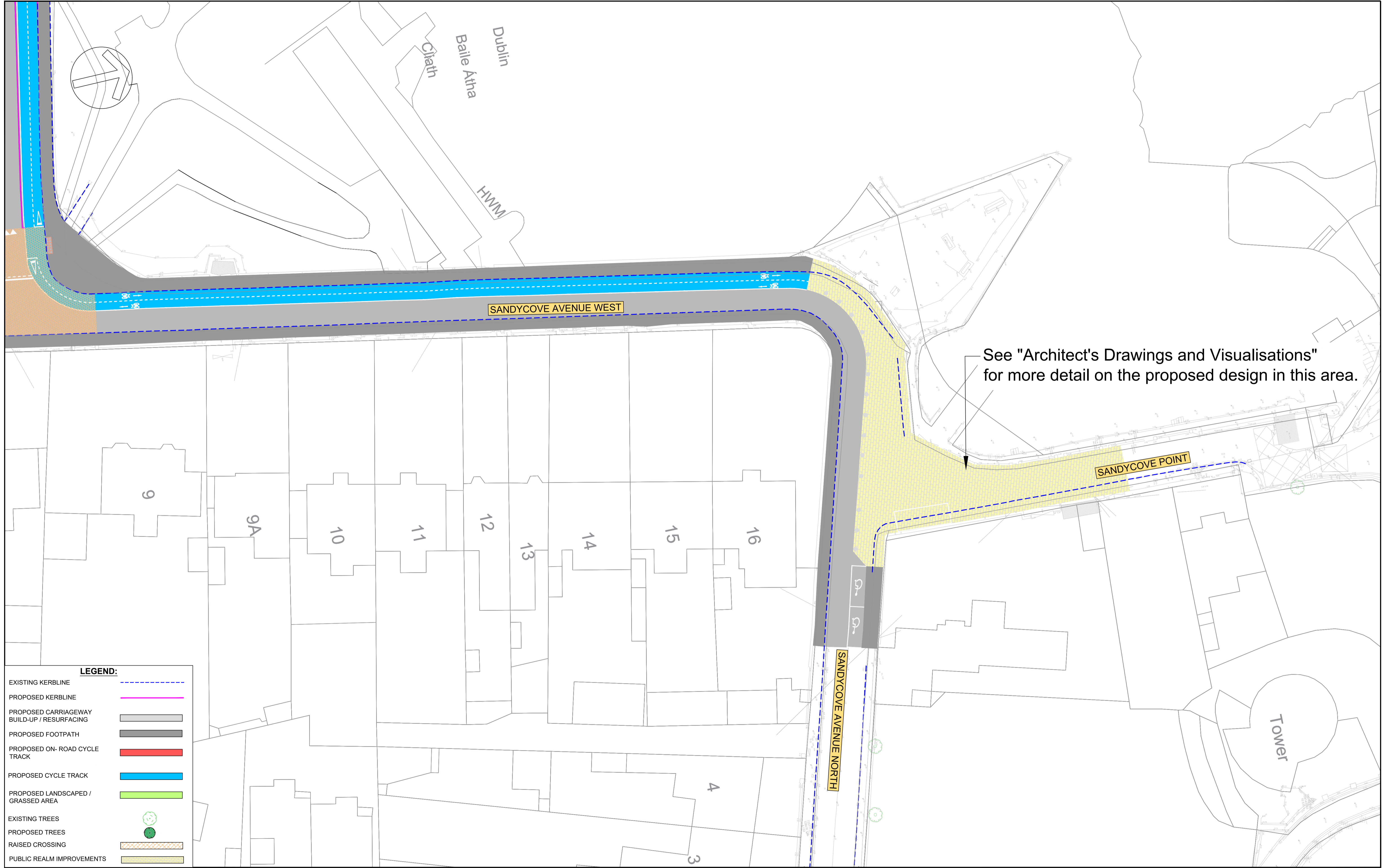
Phone: (01) 4851400
Email: transportation@jbbarry.ie

Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 17 of 18		
Designed: BE	File Name: 22410-BTL-XX-CMR-DR-CE-00083	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DL\RCC Review of Covid-19 Measures\03_VIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES T
- PROPOSED TREES T
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

See "Architect's Drawings and Visualisations" for more detail on the proposed design in this area.



BARRY
TRANSPORTATION

Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

Phone: (01) 4851400
Email: transportation@jbbarry.ie

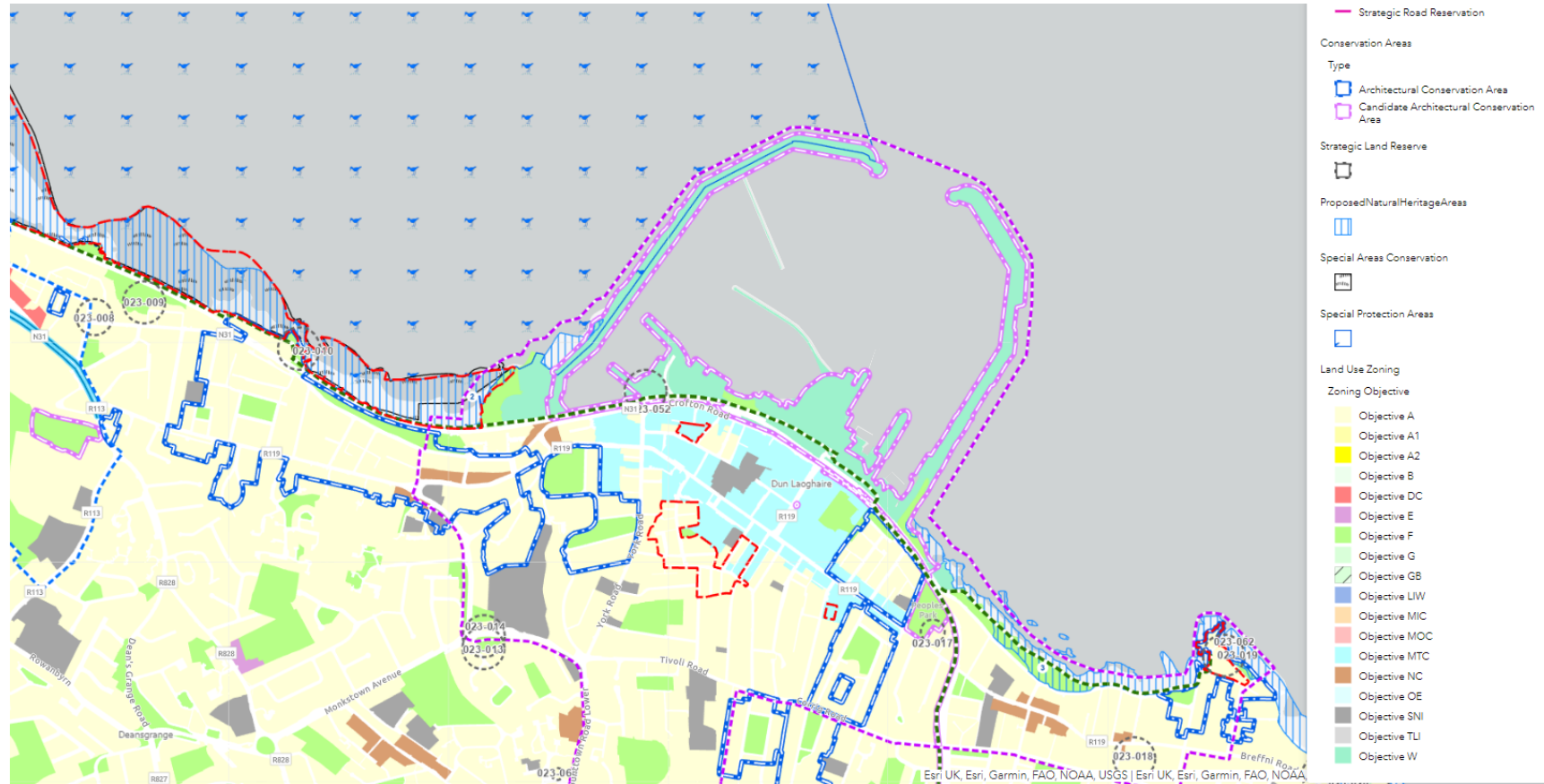
Notes

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	09/05	09/05	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: S3
Drawing Title: Preliminary Design Coastal Mobility Route Sheet 18 of 18		
Designed: BE	File Name:	Drawing No. 22410-BTL-XX-CMR-DR-CE-00083
Drawn: EP	Scale at A1: 1:250	Rev: P01
Approved: RC	Date: 04/04/2023	
Checked: RC		

File Name: R:\22 Projects\22410 - DLRCC Review of Covid-19 Measures\02 - WIP\2D Drawings\22410-BTL-XX-CMR-DR-CE-00083_Coastal_Mobility_Route_Design.dwg

APPENDIX 3: DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN MAP



Drawing source: Dún Laoghaire-Rathdown County Development Plan 2022-2028 online map

