

**Appropriate Assessment Screening Determination under the
European Communities (Birds and Natural Habitats) Regulations, 2011 (as amended)
(For Proposed Local Authority Development)**

Project Title: Cabinteely Greenway

Description of the Proposed Development:

Dún Laoghaire-Rathdown County Council is proposing the development of a greenway between Cornelscourt and Cherrywood via Cabinteely Park, Co. Dublin. The Cabinteely Greenway will form part of the DLR Cycle Network.

The objective of the schemes is to deliver enhanced walking and cycling environment for residents, students, commuters and visitors, improving connectivity, sustainability, safer access to schools and public transport. The proposed scheme has an overall length of approximately 2.3 km, commencing at the Old Bray Road/Cornelscourt Hill (R842) junction in Cornelscourt Village. It continues along Cornelscourt Hill, Glen Lawn Drive up to Cabinteely Park; through Cabinteely Park; across Brennanstown Road and Brennanstown Avenue to the north-eastern boundary of the Cherrywood SDZ, connecting into the future Cherrywood Green Routes Network. The route also includes an improved active travel connection between Cabinteely Park to the N11 via Clonkeen Road.

Most of the new pathways will be constructed where there are existing pedestrian and vehicular routes, with some sections requiring the laying of a mix of new footpaths and cycle lanes through grassland and woodland along the linear open space on Glen Lawn Drive and within and adjoining Cabinteely Park. The proposed scheme involves the creation of an urban greenway and comprises four distinct sections. The proposed general layout of each of these sections is as follows:

Section A: Old Bray Road/Cornelscourt Hill Junction to Glen Lawn Drive

Widening the existing footpath on the eastern side of Cornelscourt Hill to create a 4.0 m wide shared path with a short, localised narrowing to 3.0 m to avoid impacting an existing mature tree. The route then passes through a green space and link to Glen Lawn Drive.

Section B: Glen Lawn Drive to Cabinteely Park

A new 4.0 m wide shared path will be constructed along the southern side of Glen Lawn Drive with a new raised zebra crossing implemented at the western end of Glen Lawn Drive. Alterations will be made to the existing Glen Drive roundabout geometry and raised zebra crossings provided over each arm for pedestrians and cyclists.

Section C: Cabinteely Park plus connection north to the N11 via Clonkeen Road

Permanent closure of the existing park entrance on Glen Drive and the opening of a new entrance to Cabinteely Park on the north side of the stream (adjacent the Glen Drive roundabout), along with a second new entrance adjacent the Old Bray Road / Glen Drive junction. The route will largely follow the existing path alignment along the north/northeast side of the park and connect to Brennanstown Road. The path will be upgraded to provide a 5.0 m wide segregated path (2.0 m footpath and 3.0 m two-way cycle track). This section of the route also includes an improved connection to the N11 via the new park entrance and Clonkeen Road, which will be converted to a shared street.

Section D: Brennanstown Road to the north-eastern boundary of the Cherrywood SDZ

A new entrance into Cabinteely Park will be established on Brennanstown Road. Where the route crosses Brennanstown Road, a one-lane two-way traffic shuttle system is introduced for vehicular traffic. This traffic calming measure facilitates a safe crossing point for pedestrians and cyclists. The route continues as a shared path through the woodland area west/southwest of the Carraig Glen estate. The shared path will be 3.0 m wide at the entrance to this woodland area, widening back to 4.0m once it passes through the

ecologically sensitive zone. This path follows the eastern side of Cabinteely Stream, with a new zebra crossing over Brennanstown Avenue. A new pedestrian / cyclist bridge is proposed to cross over to the western side of the Cabinteely Stream facilitating connections to Cherrywood and the future Cherrywood Green Routes Network.

Additional works will include landscaping and public realm works, site clearance works, new informal play areas, planting of new trees and associated landscaping works, installation of SUDS measures, new street furniture, road resurfacing works, signage replacement, installation of new lighting columns, repair of existing wall to the east of Brennanstown Road and associated ancillary works.

The proposed works traverse Cabinteely Park, which includes several Protected Structures: Cabinteely House, RPS No. 1683; Cabinteely House – Stable Complex, RPS No. 2062; Cabinteely House -Gate Lodge, RPS No. 1980; Cabinteely House -Gateway, RPS No. 2101; and, Brennanstown House -Gate Lodge, RPS No. 2017. No works will be undertaken to any of the protected structures.

Legislative Context:

This determination has considered the relevant legislative context as set out in the AA Screening report including, but not limited to:

- Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora)
- Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds)
- European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) (S.I. No. 477 of 2011)
- Planning and Development Act 2000, as amended.
- Planning and Development Regulations 2001, as amended.
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)

AA Screening Report:

The Active Travel Section, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) commissioned Flynn Furney Environmental Consultants to prepare an AA Screening Report (AASR), titled 'Appropriate Assessment Stage 1: Screening' (October 2025) for Cabinteely Greenway.

The AASR has been examined and evaluated by Ger Ryan, Senior Planner, Planning & Economic Department, and is satisfied that the AASR gives full consideration to the relevant Directives and legislation and agrees with the contents and conclusion set out in the AASR and the reasons therein.

Specific risks and characteristics associated with the proposed work site were assessed and the AASR identifies potential environmental and ecological challenges inherent to the site, including its physical layout, proximity to sensitive habitats, and hydrological conditions. The assessment undertaken as part of the AASR highlights areas where construction activities may pose risks to local biodiversity, water quality, or habitat integrity.

Eighteen European Sites are located within 15km of the proposed Cabinteely Greenway: North Dublin Bay SAC, Howth Head SAC, Howth Head Coast SPA, North-West Irish Sea SPA, North Bull Island SPA, South Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA, Rockabill to Dalkey Island SAC, Dalkey Islands SPA, Ballyman Glen SAC, Bray Head SAC, Knocksink Wood SAC, Wicklow Mountains SAC, Wicklow Mountains SPA, and Glenasmole Valley SAC. The nearest European Sites to the proposed Cabinteely Greenway are Dalkey Islands SPA and Rockabill to Dalkey Island SAC which are 6.5km and 5km respectively removed from the southern end of the Greenway development via the Cabinteely Stream's connection to Killiney Bay. Several European Sites can be ruled out immediately due to a clear

topographical separation and lack of hydrological connectivity as they are in separate river basins. The remaining sites have some, albeit very limited, hydrological connectivity to the proposed project via its connection to the sea by way of Cabinteely Stream.

The closest two European Sites, the Rockabill to Dalkey Island SAC (4.2km) and the Dalkey Islands SPA (4.5km) were assessed for likely significant effects (LSEs) for impacts to water quality. South Dublin Bay SAC (4.1km), South Dublin Bay and River Tolka Estuary SPA (3.5km), Howth Head Coast SPA (12km), Dalkey Islands SPA (4.5km), North Bull Island SPA (11km) and North-West Irish Sea SPA (9km) were assessed for impacts to their QI bird species. Following assessment, potential impacts can be confidently ruled out on South Dublin Bay SAC, Rockabill to Dalkey Island SAC, Dalkey Islands SPA and North Dublin Bay SAC as these European Sites are at a greater remove and/or have no identifiable connectivity with the proposed works. Given the nature and scale of the works, the identified sources and pathways are not considered to be significant for direct impacts upon any European Site. South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA required further assessment on the potential for impacts upon their mobile QI species. Following further assessment, the AASR determined no significant effects on the subject mobile QI species.

The AASR concludes that, on the basis of objective information and in view of best scientific knowledge, while applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Sites, in view of each sites' conservation objectives. There is no reasonable scientific doubt in relation to this conclusion.

The main reasons for this conclusion are as follows:

- There is no conceivable overland pathway for any impact sources to any European Sites.
- Impact pathways via air are discounted, as the magnitude of airborne pollution that would need to be generated by the proposed development in order to reach the nearest Designated European Site is far beyond that which could potentially be generated by either the construction or operation phases.
- Having regard to the nature of the proposed development, the potential for pollution, and the kinds of groundworks involved, no impacts to the local groundwater are to be predicted.
- Considering together the potential magnitude of waterborne pollutants that could be generated by the proposed development (during construction in a worst-case scenario) and the dilution factor from the kilometres of sea, direct impacts upon the water quality in any coastal European Sites are considered to be negligible.
- The proposed project does not overlap with a European Site, it does not intersect with any of the habitat types designated as protected under the regulatory framework of the site it will not result in the reduction of natural areas within the SPA boundaries mentioned.
- There is no potential for protected species listed as QIs of this site to be impacted if they are using the site. The proposed project does not have the potential to have adverse impacts on key species.
- QIs are not present within the project footprint, or important foraging habitats for protected species.
- The proposed project will not result in any adverse impacts on key species in the absence of mitigation, including anticipated habitat or species fragmentation, or a reduction in species density.
- Having regard to site drainage, surface water hydrochemistry, hydrogeology, groundwater vulnerability, proximity to European Sites, receptor sensitivity, proposed infrastructure and site drainage, the proposed project will not result in any changes in key indicators water quality which would impact the conservation value in the absence of mitigation.

- No significant fragmentation of high-value habitats is anticipated arising from Cumulative and/or In-Combination Effects with Other Plans and Projects.
- The proposed project is not necessary to or connected with the management of any European Sites.
- Direct impacts upon European Sites have been assessed and none are predicted to result from proposed project.
- Indirect impacts upon European Sites, their ex-situ habitats and their mobile QIs have been assessed, and none are predicted to result from the proposed development.

Determination:

Having regard to the foregoing, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, it has been concluded that the proposed development (**Cabinteely Greenway**), individually or in combination with other plans or projects¹, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

Signature:


Name

Senior Planner, Planning Department
Position / Department

Signatory (Approved Officer):


Name

Director of Services, Planning & Economic Department
Position / Department

Delegation No. 2670

Date: 21st Oct. 2025

The proposed **Cabinteely Greenway** is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Appropriate Assessment Screening Determination in respect of the proposed **Cabinteely Greenway** has been made by Paul Kennedy, Director of Services of the Planning

¹¹ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:

- a) No alternative solution available,
- b) Imperative reasons of overriding public interest for the plan to proceed; and
- c) Adequate compensatory measures in place.

and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment.