



EIA Screening Report

Proposed Cabinteely Greenway Part 8

On behalf of:

Dún Laoghaire - Rathdown County Council

14 October 2025



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Document status**Job Number: 2222****Job Title: Cabinteely Greenway**

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
V0	Draft for review	DB/LC	RH	RH	30/8/24
V1	Draft for review	DB/LC	RH	RH	09/05/25
V2	Final version	DB/LC	RH	RH	10/09/25
V3	Final	LC	RH	RH	14/10/25

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1. INTRODUCTION

1.1 Background

This report provides an Environmental Impact Assessment (EIA) Screening Report for Dún Laoghaire-Rathdown County Council's (DLRCC) proposed development of the Cabinteely Greenway. This involves the creation of a safe, active travel community greenway between Cornelscourt and Cherrywood via Cabinteely Park which will form part of the DLRCC Cycle Network. The objective of the scheme comprises a Greenway which will improve connectivity, sustainability, safe access to schools, natural areas and public transport while reducing car reliance in DLRCC. The project is provided in accordance with the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 and the Greater Dublin Area Cycling Network.

The approximate proposed path of the Greenway is indicated below in Figure 1. The route covers a length of approx. 2.3km from Cornelscourt, through Cabinteely Park to Cherrywood Green Routes Network at the north-eastern boundary of the Cherrywood SDZ lands in Co. Dublin. The proposed route is located on what is primarily greenfield and made ground. This corridor, which runs parallel to the Old Bray Road and generally follows the path of the Cabinteely Stream. The route traverses a green corridor linking commercial/service centres at Cornelscourt and Cabinteely to the developing Cherrywood Strategic Development Zone (SDZ) and serves the growing residential population in the area.

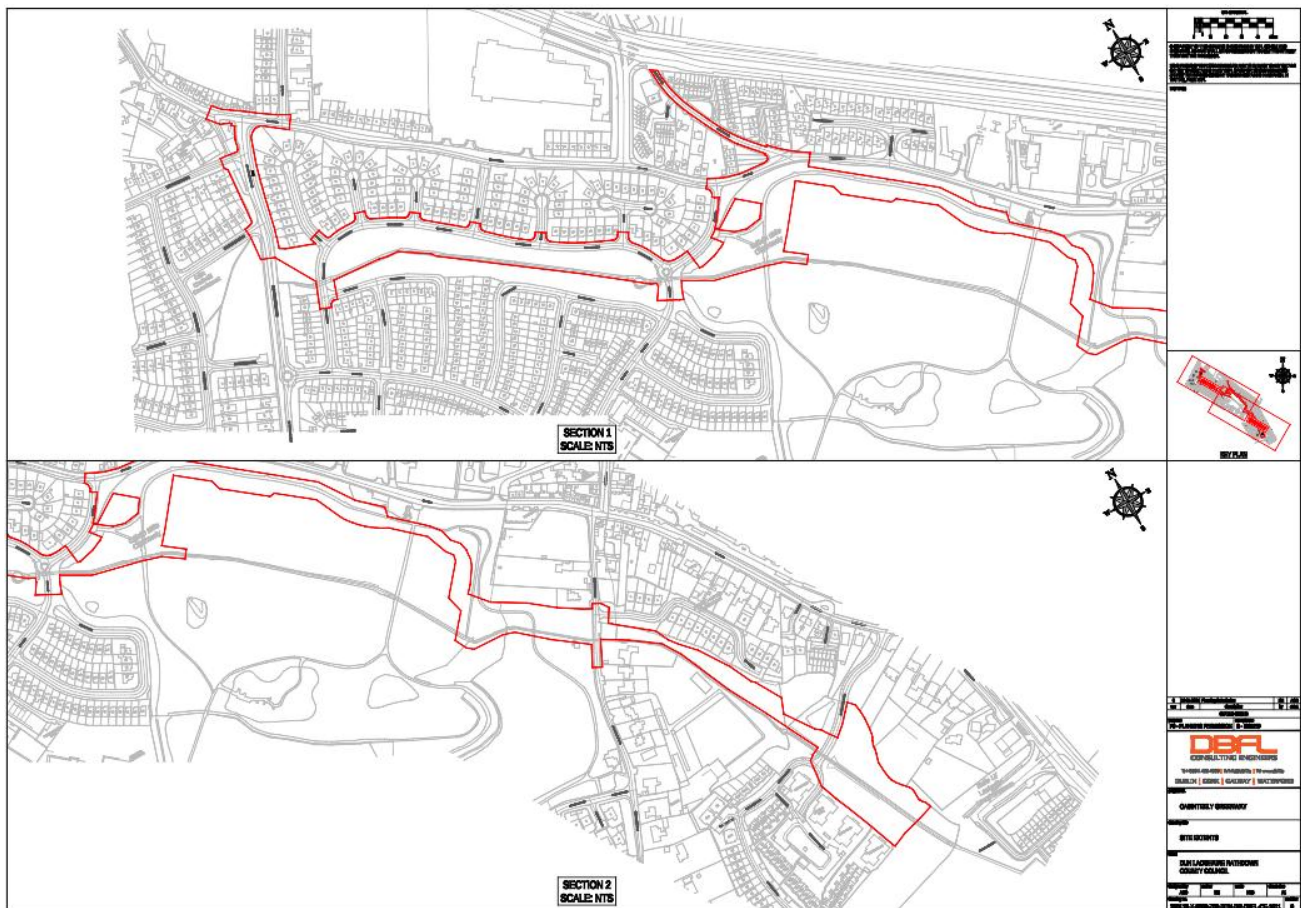


Figure 1: Cabinteely Greenway Site Extents (Source: DBFL)

1.2 Aims of Report

This report has been prepared in order to assist DLRCC in the determination of requirement to prepare an Environmental Impact Assessment Report in respect of the scheme. While the development falls below the threshold for a full EIA, this EIA Screening Report will assess the possible impacts on the environment of the proposed Greenway on lands in Dún Laoghaire – Rathdown (DLRCC), Co. Dublin with the aim of contributing to the Council's appraisal of the planned development. The process of bringing the scheme forward must have regard to the conclusions of the EIA Screening, set out herein.

This shall determine whether the appropriate process is a Part 8 (of the Planning and Development Regulations, 2001 to 2021) where the consenting authority is the Council, or an application is made to An Bord Pleanála.

1.3 Legislation and Guidance

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000, as amended
- Planning and Development Regulations 2001 as amended
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)
- The Roads Act 1993, as amended
- The Roads Regulations 1994, as amended
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022
- Interpretation of definitions of project categories of annex I and II of the EIA Directive, European Commission, 2015
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018, Department of Housing, Local Government and Heritage
- Environmental Impact Assessment Screening- Practice Note, Office of the Planning Regulator, 2021
- National Transport Authority (October 2023) Guidance for EIA and AA Screening of Active Travel projects funded by the NTA
- EIA Guidance for Consent Authorities regarding sub-threshold development, 2003, Department of the Environment, Heritage and Local Government

1.4 Methodology

The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Act and Regulations and Roads Act and Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021) and to the National Transport Authority's Guidance for EIA and AA Screening of Active Travel projects funded by the NTA. Regard is also had to European and National guidance documents as well as the recent Court of Appeal Judgement, Flynn & Carvill v Dublin City Council ([2025] IECA 84).

The consideration of potential impacts covers all significant direct, indirect and secondary impacts as relevant having regard to the criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment under Schedule 7 of the Planning and Development Regulations, 2001 to 2021.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

Pursuant to Article 81(2)(ca) of the Regulations 2001, a Planning Authority must indicate its conclusion under article 120(1)(b)(i) (a preliminary examination) or screening determination under article 120(1B)(b)(i) in the public notices that form part of a Part 8 process.

Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

The local authority may conclude, based on such preliminary examination, that—

- (i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,
- (ii) there is significant and realistic doubt about the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or
- (iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIAR in respect of the development.

1.5 Structure of Report

This EIA Screening Report is structured to assess the relevant project and environmental criteria as follows:

- Description of site and surrounding area
- Description of the proposed development
- The legislative basis for EIA
- Mandatory Threshold Review
- Preliminary Screening Examination
- Conclusions

1.6 Data Sources

The information is obtained from review of several online databases and public sources including:

- Dún Laoghaire-Rathdown County Development Plan 2022 – 2028
- Dún Laoghaire-Rathdown County Council Planning Applications
- An Bord Pleanála Planning Application Portal
- Geological Survey of Ireland (GSI) online dataset²

² <https://www.gsi.ie>

- EPA Maps³
- GeoHive⁴
- Office of Public Works (OPW)⁵

In addition to the above the following project specific reports were utilised to inform this report:

- Appropriate Assessment Stage 1: Screening report by Flynn Furney, Environmental Consultants
- Design proposals prepared by DBFL Consulting Engineers
- Ecological Impact Assessment– prepared by Flynn Furney Environmental Consultants
- Cabinteely Greenway Heritage Appraisal- prepared by John McLaughlin Architects
- Site Specific Flood Risk Assessment – prepared by DBFL Consulting Engineers
- Traffic Impact Assessment – prepared by DBFL Consulting Engineers

1.7 Qualification

This EIA Screening Report has been prepared by Richard Hamilton, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with over 28 years experience in public and private sectors in Ireland including the preparation of EIS, EIAR and EIA Screening for infrastructure, commercial and residential development projects. He has a Post Graduate Diploma in Environmental Monitoring Assessment and Engineering (EMAE) from Trinity College Dublin. Richard has prepared a number of EIARs for Transport Projects including the Glenamuck District Road Scheme 2019 (DLRCC), M1 Motorway Service Areas, NRA (2010/2011) and Dublin Airport, Northern Parallel Runway (2005 – 2007); and EIAR Screening Reports for Active Travel Schemes including Deansgrange Part 8 (DLRCC. 2022/23) Clonegall - Kildavin, Trail & Bridge scheme, Co. Carlow (2022/23) and Belmayne Main Street and Belmayne Avenue EIAR Screening, 2018 (Dublin City Council). Prior to MacCabe Durney Barnes, his roles include Director with KPMG Future Analytics, a Director of Planning at RPS and an Associate with Colin Buchanan and Partners. MDB are Corporate Partners of the Institute of Environmental Management and Assessment (IEMA).

³ <https://gis.epa.ie/EPAMaps/>

⁴ <https://webapps.geohive.ie/mapviewer/index.html>

⁵ <http://www.floodinfo.ie/map/floodmaps>

2. SITE AND LOCATION

2.1 Description of the Site and Surrounding Area

The proposed Cabinteely Greenway will connect Cornelscourt to Cherrywood and is located within DLRCC administrative county, approximately 200m south-west of the N11 and Kilbogget Park, c. 2.5km east of the M50 and extending from the north-eastern boundary of the Cherrywood SDZ. The area is predominantly suburban in nature. The greenway alignment extends from Cornelscourt Hill Road, through Cabinteely Park to Cherrywood Green Routes Network at the boundary of the Cherrywood SDZ. The proposed alignment consists of four distinct sections. These are lettered A through D and follow the route as described below:

- *Section A runs from junction at Cornelscourt Hill Road and the Old Bray Road to the entrance to Glen Lawn Drive.*
- *Section B runs along Glen Lawn Drive beside the linear park area and the Cabinteely Stream.*
- *Section C traverses through Cabinteely Park down to the Brennanstown Road.*
- *Section D follows the Cabinteely Stream along a green corridor, tying in with the Cherrywood Green Routes Network.*

2.1.1 Section A

Stretches from the T-junction at Cornelscourt Hill Road and the Old Bray Road to the pedestrian entrance to Glen Lawn Drive. While this is predominantly a large residential suburb, along the Old Bray Road there are a variety of businesses, retail outlets and restaurants. The Dunnes Stores, Cornelscourt Shopping Centre is located less than 300m to the southeast of the junction. Cornelscourt Village includes several restaurants and eateries, a bank, a crèche and several small retail stores.

A narrow footpath bordered by grass verges is currently in place along this section's eastern extent on Cornelscourt Hill Road, while existing cycling infrastructure is limited to road markings at the T-junction.



Figure 2: View north-east from Cornelscourt Hill Road of junction with Old Bray Road facing east (Source: Google Maps)



Figure 3: Green area for link from Cornelscourt Road to Glen Lawn Drive



Figure 4: Glen Lawn Drive facing north (Source: MDB)

2.1.2 Section B

This section extends along Glen Lawn Drive up to the roundabout at the western boundary of the Cabinteely Park. A pedestrian footpath connects the Cornelscourt Hill Road to Glen Lawn Drive. This section is characterised by the linear open space along the path of the stream. At present, there is evidence of an informal pedestrian track along the northern edge of the stream and a pedestrian bridge crosses it at the approx. mid-point of the section. Mature trees border the stream on both edges.

2.1.3 Section C

Extends through Cabinteely Park, originally the garden of Cabinteely House, the overall area of which is approx. 45ha. The park contains the Cabinteely Stream and a pond, Cabinteely House, gate lodges, a memorial garden, playground, football pitches, a café, open grassy space and small wooded areas. Several existing paths traverse the park, some of which are lined with sculptures. The majority of these paths are located on the park's southern side and three of them cross the stream. There is a monument garden in the centre of the park. The active travel route generally follows the corridor of the pedestrian pathway near the north-eastern boundary wall of the park (beside Old Bray Road).



Figure 5 Pedestrian perimeter pathway in Cabinteely Park (facing north west) (Source: MDB)

2.1.4 Section D

Extends from Cabinteely Park into the Brennanstown area, ending just before the intersection with Druid's Glen Road and the Cherrywood SDZ. On the eastern side of the Brennanstown Road there is a closed entrance to the banks of the Cabinteely Stream which is densely vegetated. However, a desire line around the fence can be seen

on Google Streetview. This section encompasses a largely residential area with some open space, though much of this is designated for future residential development with permission granted to a scheme on the former Doyle's Nursery site (planning ref: ABP30585919), currently under construction. The Carraig Glen housing estate is to the east of the stream and is separated from the stream by a wall and dense hedgerow. There is a path to the south of the housing estate that continues south to Brennanstown Avenue. There is a path to the west of the stream running alongside the Brennanstown Square development with four large apartment buildings located to the east of the end of the proposed route while the Druids Glen Scheme lies to the south.



Figure 6: View of Brennanstown Square development (facing north) (Source: MDB)

2.2 Environmental Sensitivity of the Site

2.2.1 Bedrock

According to an examination of the information available from the GSI, the proposed route alignment is on two different bedrock types. All sections are located primarily on bedrock type *2p microcline porphyritic* which is described as *granite with microcline phenocrysts* from the Caledonian Orogeny while the intersection between sections A and B and the majority of two of the proposed routes for section C are on the following bedrock type: *Type 2e equigranular, pale grey fine to coarse-grained granite*. These bedrock types are considered as poor aquifers and are generally unproductive except for local zones. The AA Screening Report notes that subsoil permeability indicates how readily water from the surface can permeate through to the groundwater below. Sections A, B and a small north-eastern portion of C has a bedrock depth of under 3m while the remaining portion of C and section D has a depth to bedrock range of 3-5m.

2.2.2 Soils

According to EPA Maps the subsoil type along the proposed route alignment for Section A and B is *man made*. Section C consists of *alluvium undifferentiated* (Ac) and *limestone till (carboniferous)*". Section D consists of *man made*, *alluvium undifferentiated* and *limestone till (carboniferous)*. The SIS National soils database further identifies the soil types under the route as *Clonroche*, a well-drained mineral soil and as *Urban*, soil which is concreted over.

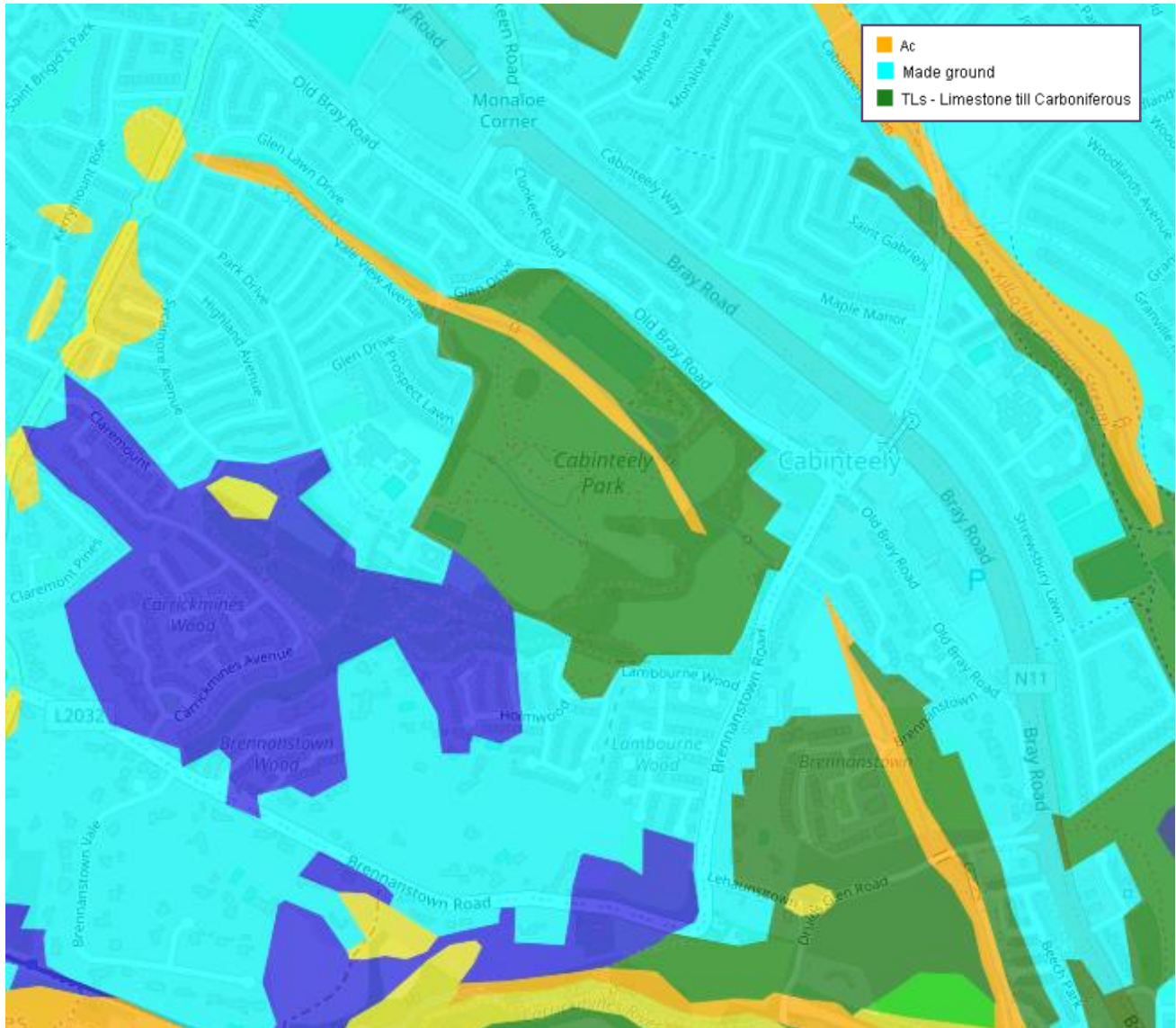


Figure 7: Subsoil along the proposed route (Source: EPA Maps)

2.2.3 Hydrology

The proposed route alignment runs along Cabinteely Stream (EPA: Cabinteely Stream; IE_EA_10C040350) over which it will cross at least once. This stream *drains the Dargle sub catchment, which is a part of the larger Ovoca-Vartry catchment and empties into the Loughlinstown River* (EPA: Carrickmines Stream; IE_EA_10C040350) which in turn empties into the Shanganagh River (EPA: IE_EA_10S010600). This flows into Killiney Bay. Under the Water Framework Directive (WFD) status assessment 2016-2021, the three streams have been classed under the *not at risk* status. Low, medium or high probability of fluvial flooding are not noted by the Catchment Flood Risk Assessment and Management programme (CFRAM). The AA Screening Report concludes that Hydrological connectivity exists with Dalkey island SPA and Rockabill to Dalkey Island SAC, however, the distance of the works

from the site, the mixing potential within the Irish Sea, and the relatively small scale and nature of the proposed works rule out any potential impacts.

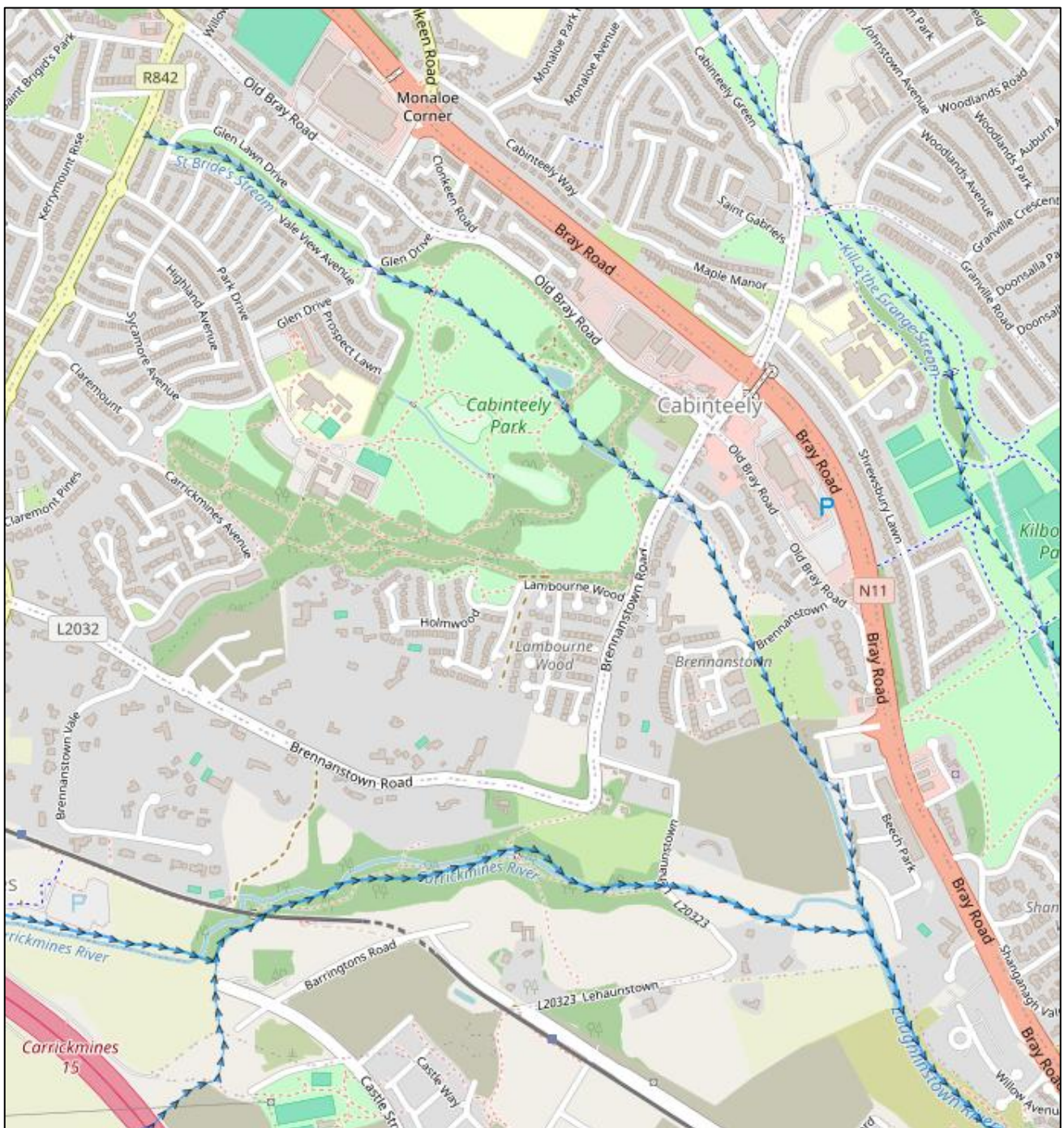


Figure 8: River Waterbodies in the context of the subject site (Source: EPA Maps)

2.2.4 Groundwater Vulnerability

The EPA Mapping Tool shows that the groundwater vulnerability along the proposed alignment has been designated as being extremely vulnerable for Sections A and B of the route. Section A very briefly overlaps with a karstic limestone area where it transitions between Cornelscourt Hill Road and Glen Lawn drive. Section C transitions from a high into a moderately vulnerable zone within 200m of entry into Cabinteely Park. Section D of the route runs alongside Cabinteely Stream, crossing from one side to the other just before the scheme's final extent. This length is along the border between zones of high and moderate groundwater vulnerability.

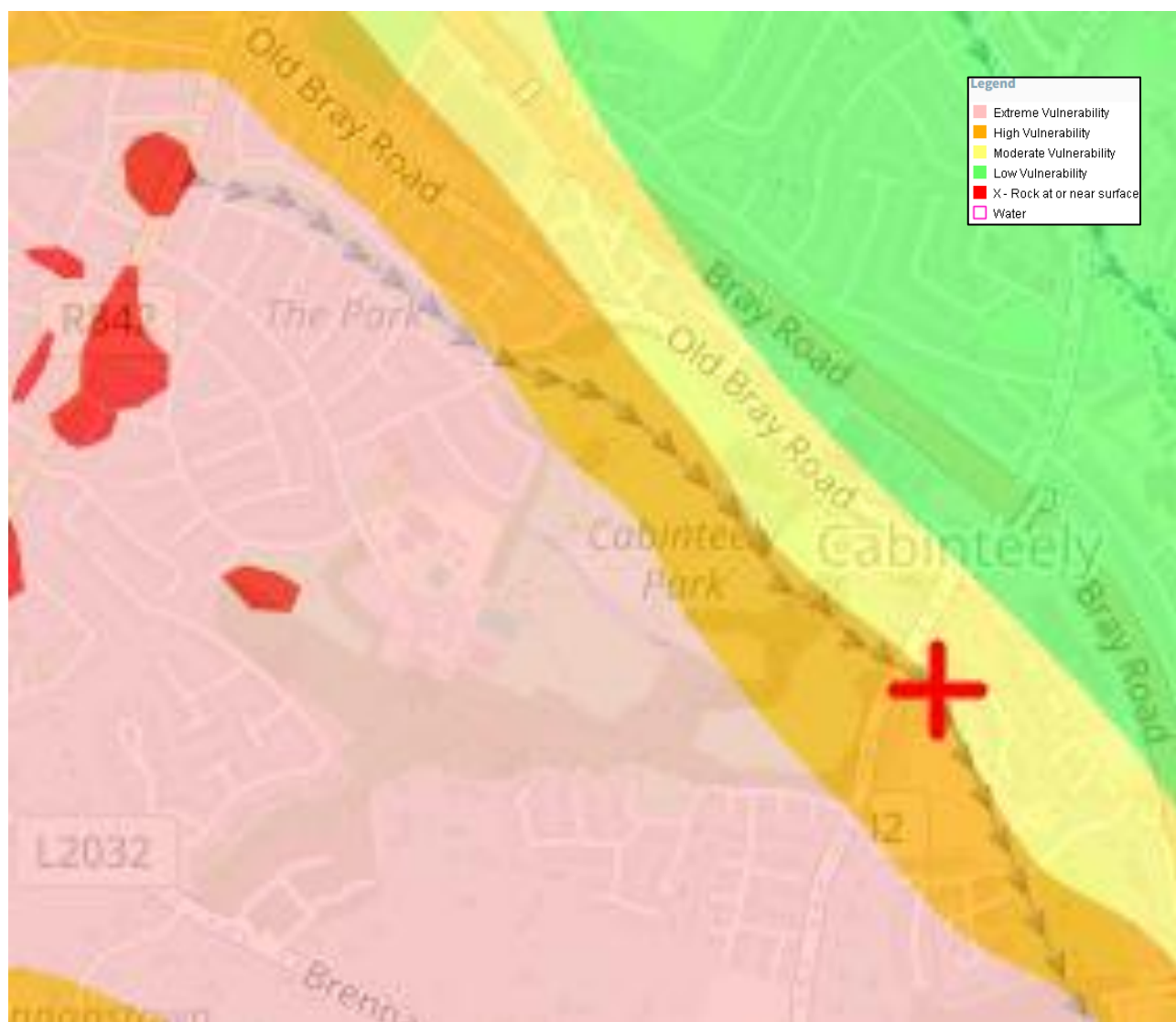


Figure 9: Groundwater vulnerability in the context of the subject site (Source: EPA Maps)

2.2.5 Flood Risk

As a part of DLRCDP 2022-2028 a Strategic Flood Risk Assessment was conducted. This assessment identified the land surrounding the Cabinteely Stream as being an area of flood risk concern. It is zoned primarily as Flood Zone A, with intermittent sections further away from the stream zoned as Flood Zone B. A description of the zones is provided in Table 1 below.

Table 1: Definition of flood zones (Source: DLRCDP 2022-2028 SFRA)

Zone	Description
Zone A High probability of flooding.	This zone defines areas with the highest risk of flooding from rivers (i.e. more than 1% probability or more than 1 in 100) and the coast (i.e. more than 0.5% probability or more than 1 in 200).
Zone B Moderate probability of flooding.	This zone defines areas with a moderate risk of flooding from rivers (i.e. 0.1% to 1% probability or between 1 in 100 and 1 in 1000) and the coast (i.e. 0.1% to 0.5% probability or between 1 in 200 and 1 in 1000).
Zone C Low probability of flooding.	This zone defines areas with a low risk of flooding from rivers and the coast (i.e. less than 0.1% probability or less than 1 in 1000).

Sections A and B of the proposed route are predominantly outside of the flood risk zones, crossing over only at the intersection between Cornelscourt Hill Road Glen Lawn Drive and at the Roundabout/proposed new gateway to Cabinteely Park. Section C does not fall within a flood risk zone, as it diverges from Cabinteely Stream to the north-east of Cabinteely Park. Section D's route borders flood risk zone A to its intersection with Brennanstown Avenue, where it additionally crosses an area of concern for 'Fluvial -Surface Water' flooding. This is an area of concern for river/watercourse surface water overflow. The final c. 200m of the route passes through flood risk zone A before crossing over the Cabinteely Stream into a not at risk area.

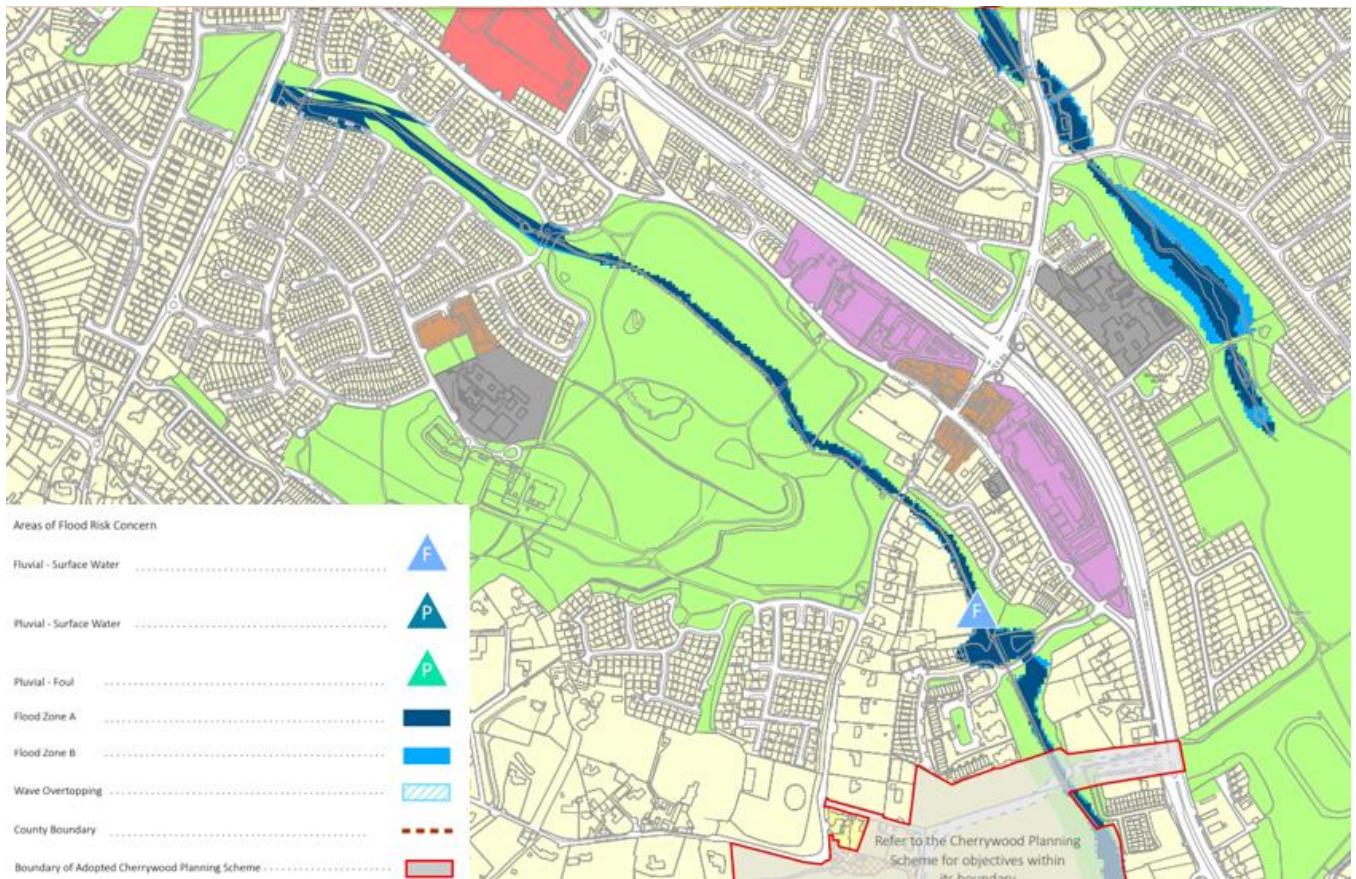


Figure 10: Flood zone map 7 (Source: DLRCC)

The proposed route of the greenway is within zone 'F' of the CDP, aiming to preserve and provide for open space with ancillary active recreational amenities. This objective is considered water compatible and is appropriate for all flood zones. The nature of the proposed development is considered as 'outdoor sports and recreation', a land use which is considered as 'water compatible development' and designated **appropriate** in Flood Zones A, B and C.

A Flood Risk Assessment was conducted by DBFL Consulting Engineers. This assessment concludes:

'The likelihood of flooding was Probable due to the stream being in flood Zone A and B. The impact of flooding was seen as high resulting in an overall classification of 'Significant'.'

2.2.6 Air quality

The site falls within an Air Quality Index Region indicated as having *good* air quality according to EPA Maps. The site is situated in Zone 1 Dublin City (EPA Mapping: Air Zone Designation, 2022).

2.2.7 Habitats

The AA Screening Report by Flynn Furney conducted a habitat assessment on the proposed project site which found no habitats with a link to Annex I habitats. The report noted the following with regards to the significance of habitats:

GA2 - *Some areas of improved amenity grassland where Light-bellied Brent Goose may feed were identified within Cabinteely Park.*

GS1 - *Calcareous grasslands with either high numbers or diversity of orchids correspond to the priority Annex (QI) habitat, "semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco Brometea) (*important orchid sites) (6210)". The calcareous grassland recorded was outside of the project footprint, nor is it ex-situ QI habitat for any of the abovementioned European Sites.*

FL8 - *Tall-herb swamps can include pockets of the Annex (QI) habitat "hydrophilous tall herb fringe communities of plains and of the montane to alpine levels (6430)". However, this habitat does not contain any of the indicator species for this Annex habitat.*

A second pond is present towards the eastern end of the route where the greenway meets Brennanstown Avenue. This pond could not be fully surveyed as it is surrounded by a dense ring of woodland. This pond is not in the direct route of the greenway; however, the route does run within c. 10 m of the edge of the woodland. Regardless, "hydrophilous tall herb fringe communities of plains and of the montane to alpine levels" are not ex-situ QI habitats for any of the abovementioned European Sites.

The EclA highlights the potential for both anthropogenic disturbance associated with use of the park and active travel route in addition to that generated by artificial lighting within 1m of the edge of the path and at the new bridge crossing the stream to the south of the greenway. It is noted that:

The overall impact of the addition of lighting along the greenway is difficult to quantify, however based on the provided lighting plan, light spill is generally confined to the proposed route itself, with light intensity falling from 5 lux directly under the lighting columns down to 1 lux within 1 m of the edge of the path. With the exception of the new bridge crossing, the lighting plan shows that light intensity drops to 0.25 lux before it reaches the watercourse.

The EclA by Flynn Furney (Section 6.1.7) concludes with regards to habitats:

'The overall impact on habitats along the Cabinteely Greenway range from being negligible to minor adverse. Minor impacts are associated with losses of some areas of amenity grassland, drainage ditches, scattered trees, grassy verge and dry meadow, which are of moderate local importance (varying depending on their mowing regime).

The number of trees lost in the woodland habitats may be compensated by replanting as part of the landscaping. Moderate adverse impacts are also foreseen at the river habitat, as the proposed route will fall below the recommended minimum 10 m separation distance from the stream (as per IFI guidelines) at three specific locations due to physical constraints. Additional measures must be implemented in these areas to minimise

potential impacts, including ensuring no significant light spill onto riparian habitats and preserving as much riparian vegetation as possible’.

2.2.8 Designated sites

The proposed project is not within a European conservation site, though there are eight European Designated Sites (EDSs) within 15km which were considered as having potential to be impacted by the proposed scheme. The nearest European sites (SAC and SPA) to the subject site are the South Dublin Bay and River Tolka Estuary SPA c.3.5km and South Dublin Bay SAC c.4.1km. The AA Screening Report considers that there are ‘several *Natura 2000 Sites with bird species that could practically range within the ZOI of the proposed development*’ (see Table 2). The likelihood of significant impacts is considered Low by the AA. A hydrological connection between the site and Dalkey Island SPA and Rockabill to Dalkey Island SAC were identified, however potential impacts were ruled out. Impacts were discounted as no supporting habitats were found within the footprint of the site and loss of breeding or foraging habitats will not occur as the result of the development. It additionally discounted potential impacts on both SACs based on their marine, estuarine and coastal natures and a lack of hydrological connection. Designated sites farther afield were not considered relevant.

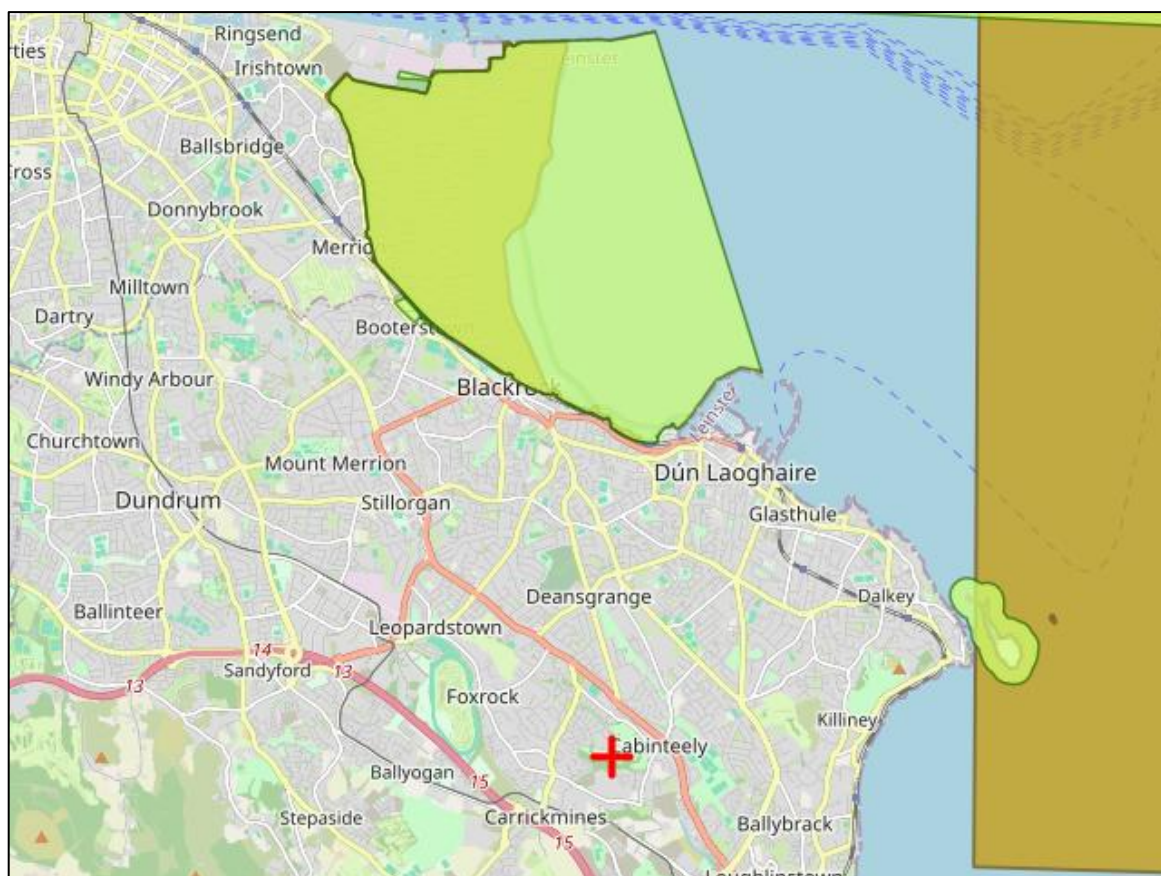


Figure 11: European sites (SPA, SAC) in the vicinity of the project (Source: EPA Maps)

Table 2. Proximity to designated European sites (Source: EPA Maps & Flynn Furney)

European Designated Site	Code	Distance	Potential for Impact/effect on QI Species
<i>Special Protection Areas</i>			
Dalkey Island SPA	004172	4.2 km	Ruled out
South Dublin Bay and River Tolka Estuary SPA	004024	3.2 km	Ruled out

North-West Irish Sea SPA	004236	9km	Ruled out
North Bull Island SPA	004006	11 km	Ruled out
Howth Head Coast SPA	004113	12km	Ruled out
<i>Special Areas of Conservation</i>			
Rockabill to Dalkey Island SAC	003000	3.75 km	Ruled out
South Dublin Bay SAC	000210	4.58 km	Ruled out
North Dublin Bay SAC	000206	9km	Ruled out

2.2.9 Species

2.2.9.1 Qualifying Interests

Qualifying interests from relevant sites are as follow in Table 3 below.

Table 3. Qualifying interests for the relevant EDSs (Source: Flynn Furney)

European Site	Qualifying Interests
South Dublin Bay and River Tolka Estuary SPA	Special conservation interests: light-bellied brent goose, oystercatcher, ringed plover, grey plover, knot, sanderling, dunlin, bar-tailed godwit, redshank, black-headed gull (wintering populations), arctic tern, roseate tern (passage), and common tern (breeding and passage)
North Bull Island SPA	Special conservation interests: light-bellied brent goose, oystercatcher, shelduck, teal, pintail, shoveler, golden plover, grey plover, knot, sanderling, dunlin, black-tailed godwit, bar-tailed godwit, curlew, redshank, turnstone, black-headed gull, wetland and waterbirds

Qualifying Interests with the potential for impacts are Light-bellied Brent Goose (Low to Moderate) and Oystercatcher (Low). The investigation of the AA into the likelihood of significant effects on these species concludes that the park is only marginally suitable as a foraging ground for Brent Geese as a result of their preference for short sward lengths and fertilised grasslands combined with seasonal variations in grassland management within the park. There are no recorded instances of Oystercatchers feeding within the project area and the high level of disturbance from walkers and dogs limits suitability for this species. The AA concludes:

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.

2.2.9.2 Invasive Plants

Seven invasive plant species of medium and high impact were identified during the ecological survey. Those of medium impact noted in the EclA 'include Winter Heliotrope (*Petasites pyrenaicus*), Montbretia (*Crocsmia x crocosmiiflora*), and Himalayan Honeysuckle (*Leycesteria formosa*). One high impact species, Cherry Laurel has also been identified. Those listed on the Third Schedule of the Wildlife Acts (amended), meaning INNS of high impact and significant concern include Giant Hogweed (*Heracleum mantegazzianum*), and Three-Cornered Leek (*Allium triquetrum*), and American Skunk Cabbage (*Lysichiton americanus*). The AA Screening also notes Old Man's Beard (*Clematis vitalba*). Alternative vectors for spread will be negated through site biosecurity during the construction phase and the AA Screening concludes that there are no pathways for their spread to European Sites. See accompanying EclA for a full list of mitigation measures.

2.2.9.3 Fauna

The EclA identifies impacts on fauna before mitigation in Section 6.1.8.8. Impact on pollinators are also noted. These along with the nature and extent of the potential impact post mitigation can be seen in Table 4 below. A survey of bat habitat and static recording survey within and surrounding the study area found moderate levels of bat activity and several potential bat roost habitat areas. According to the EclA a targeted search for otter and a badger assessment were conducted in line with TII/NRA (2005) guidelines. In addition to these species, signs and tracks of other protected mammals, such as Pine Marten and Red Squirrel, were also examined during the ground surveys. Breeding bird surveys were conducted.

Impacts are considered to be of moderate adverse or lesser significance, with lighting and human disturbance identified as the primary contributing alterations to the environment. The lighting within Cabinteely Park and at the section c.130m to the east of the Brennanstown Road will be switched off from 10pm to 6am to minimise potential impacts on these ecologically sensitive areas. Recommended mitigating measures to reduce the impacts are the inclusion of provisions for an Ecological Clerk of Works (EcOW) within the CEMP along with surveys, protection of active badger setts if any are found within or near the trail, maintenance of riparian buffer zones, timing of vegetation clearance and others. See EclA for more information. Appropriate mitigating and enhancement measures as laid out in the EclA will be employed to counteract identified potential impacts on habitats and associated species. It is further noted in the EclA that no potentially significant impact *'will have effects on any species or habitat that are of greater than local or county importance'*.

Table 4: Impacts on habitats and species pre- and post-mitigation (source: Flynn Furney EclA)

Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
River & riparian zone	Moderate Adverse Light pollution of watercourse, increased human disturbance, potential reductions to water quality.	Construction Phase: • Ensure all works near Cabinteely Stream adhere to Inland Fisheries Ireland (IFI) guidelines to minimise disturbance. • Implement sediment and pollution control measures where necessary when constructing the bridge crossing, including silt fencing, biodegradable erosion control blankets, and buffer zones. Prohibit direct discharge of any construction- related materials into the watercourse. • An Ecological Clerk of Works (ECoW) will be present to supervise all instream works including the construction of the bridge crossing. Inland Fisheries Officers will be consulted at each stage of the process to approve proposed methodologies and ensure minimal impact on the aquatic environment. • Where the works will come within the 10 m buffer zone advised by IFI due to physical constraints, additional site-specific protective measures will be incorporated under the guidance of the ECoW, including but not limited to: - o Ongoing ECoW presence during sensitive works. - o Restricting works to daylight hours only to prevent light spill on the river. - o Retention of the maximum amount of vegetation in	Minor Adverse The proposed mitigation will decrease the likelihood of water pollution from physical materials as well as light pollution from impacting the watercourse.

		the riparian zone. - o Replanting of riparian areas that are disturbed as soon as possible for soil/habitat retention. Operational Phase: • Planting of new vegetation along the river between the river and the greenway route in certain areas to screen the river from increased noise and human presence. • New lighting, designed to reduce ecological impacts in accordance with Bat Conservation Trust/Institute of Lighting Professional and Dark Sky Ireland guidelines, will only be installed in Cabinteely Park and for the constrained c.130 m section east of Brennanstown Road and will be turned off between 22:00 and 06:00 every day to avoid light pollution between these hours. See next section for more detail.	
Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Dark areas (including treelines, hedgerows and any semi-natural habitats that have to this point been unlit.)	Moderate Adverse Light pollution in previously unlit areas may significantly impact the life cycles of species adjusted to regular darkness.	Construction Phase: Works will not be carried out during nighttime hours, eliminating the need for ALAN during construction. Operational Phase: Light pollution and the subsequent disruption to day-night cycles it causes, has been identified as a significant potential impact associated with this project. Much of these impacts stem from the addition of lighting of Cabinteely Park and the Brennanstown Section during the operational phase of this project. A lighting plan has been provided and reviewed for the purpose of this assessment. 123 no. lighting units will be installed as part of this development. Lighting will be installed along the greenway route, including within Cabinteely Park and between Brennanstown Road and Brennanstown Avenue, to the following specifications: • Light spill at the path under the lighting columns will be 5 lux, reducing to <0.5 lux at the edge of the lit zone. The warmth of the bulbs will be set to 2,200 K. • The lighting plan details the location and light spill along the entire route; however, the lighting plan drawing files are included in Appendix C. • All new lighting in Cabinteely Park and for the c. 130 m section from Brennanstown Road to Brennanstown Avenue will be turned off from 22:00 every evening, until 06:00 the following morning. These specifications are within the values recommended by the Bat Conservation Trust (ILP, 2023). No specific lighting guidance could be found for any other species, apart from that issued by Dark Sky Ireland, which offers the same specifications as the ILP document.	Moderate Adverse Controls put in place for lighting, namely cowlings and changes to timing, warmth, and intensity, will significantly reduce the impacts associated with light pollution along the proposed greenway route. However, impacts will remain as a result of some ALAN persisting in terrestrial habitats and at the stream by the bridge crossing in autumn, winter and spring months.

		All columns, luminaires, cable and pillars, shall comply with Local Authority General Specification for Public Lighting. Lighting within the park will turn off completely at the park's closing times. The overall impact of the addition of lighting along the greenway is difficult to quantify, however based on the provided lighting plan, light spill is generally confined to the proposed route itself, with light intensity falling from 5 lux directly under the lighting columns down to 1 lux within 1 m of the edge of the path. With the exception of the new bridge crossing, the lighting plan shows that light intensity drops to 0.25 lux before it reaches the watercourse. At the new bridge crossing at the southern extent of the greenway (Appendix C, part 13), light spill of 3.0 lux and below will fall on the watercourse, illuminating c. 200 m² of riparian habitat, including the watercourse itself. This was communicated to the lighting design team, but they advised that no further cowling could be installed here to limit light spill more than the current designs. As such, the bridge will cause the illumination of the Cabinteely Stream for any hours between sunset and 22:00 and 06:00 and sunrise each day. There is expected to be no light spill on the river itself, however light spill of 0.3 lux and lower occurs on the top of the riverbank at six separate locations throughout the proposed route. These areas are shown on the light spill maps in Appendix C. Cowls will be fitted to lighting columns at each of these locations to further reduce light spill. Lighting in Cabinteely Park to the east of Brennanstown Road will be switched off from 22:00 to 06:00.	
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Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Trees and woodland areas.	Moderate Adverse	Construction Phase: Prior to construction, an ecologist will visit the site with project engineer and mark RPZs along the route. Canopy protection measures can also be informed at this time. - Establish Root Protection Zones around each mature tree calculated as (12 x diameter of trunk at breast height). These zones should be clearly marked with protective fencing or barriers to prevent physical damage to tree roots, trunks, and branches during construction and trail use. Avoid excavation or any heavy machinery work within the root zone of mature trees. Bog mats will also be lain to spread the load if heavy machinery needs to pass through RPZs. Ensure that no materials or machinery are stored within the RPZ to prevent compaction of the soil and damage to the roots. Use no-dig construction techniques where feasible within RPZs. - Minimise ground disturbance within the root zones of	Minor Adverse as some trees will still be lost, though impacts beyond these trees may be avoided entirely if the proposed mitigation is adhered to. New planting will compensate the number of trees lost and contribute towards new habitat creation.

		trees by designing the trail and construction routes to avoid trenching or excavation near mature trees. - Install scaffolding or tree canopy protectors for any trees with low- hanging branches that may be at risk from construction activities. This will prevent physical damage to the canopy and protect against branch breakage during the construction of trails and other structures. If any tree branches must be pruned for safety or construction clearance, ensure pruning is carried out by a qualified arborist, following best practices. Pruning should be limited to what is necessary and conducted during the correct season to minimise stress on the trees. Other measures to be taken to protect habitats during construction: - Retain existing vegetation wherever possible to maintain habitat connectivity. Ensure that any areas cleared are as narrow as possible. Clearly define working corridors and limit disturbance outside these areas. Use temporary matting or designated access paths to prevent soil compaction and erosion. - Implement a replanting scheme using locally sourced native species to compensate for any habitat loss, particularly along the riparian corridor and in pollinator-friendly areas. Meadows will be allowed to develop using All-Ireland Pollinator Plan (AIPP) guidance through changing the cutting regime and management of these areas. Meadow areas to be seeded will be done so with species from DLR's 'Local Soil Local Seed' project. A landscaping plan that has been developed in conjunction with this assessment for the proposed project has been provided that details the locations where new meadow management and tree planting will be located. Operational Phase: No significant impacts are foreseen to trees during the operational phase. Ongoing vegetation cutting (overhanging branches, brambles, etc.) will be carried out using hand tools by DLR Parks staff.	
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Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Invasive species	Moderate Adverse Spread of invasive species.	Construction Phase: An Invasive Species Management Plan will be provided by a suitably qualified Invasive Alien Species Specialist in consultation with the DLR Biodiversity Officer during the detailed design phase. The IAS specialist will also provide input to the Final CEMP. This will be provided at least 5 weeks prior to the commencement of the proposed greenway. Operational Phase: Spread of invasive material is very hard to control on public routeways. Good control of invasive species in the area during	Minor Adverse Some risk of spread via shoes, boots, wheels and wind will remain for the greenway but good management at the construction phase should lower risk

		the construction phase should significantly reduce the likelihood of future spread	significantly.
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Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Animal species sensitive to anthropogenic disturbance (e.g. increased noise, human presence, dogs) during operation of greenway.	Moderate Adverse Presence of humans and dogs will deter wild animal species from foraging/resting/breeding within the greenway footprint.	Construction Phase: Anthropogenic disturbance during construction will be inevitable. This will include: • Presence of workers • Movement of plant and machinery • Excavation and installation of services (cabling etc.). Toolbox talks on minimising environmental impacts will be given to all site personnel, including measures to control noise and vibration. Working hours will be limited and will avoid works at dawn and dusk. The run-time of plant and machinery will be limited to that necessary. Acoustic barriers will be put in place to protect sensitive receptors, such as watercourses. The location of these will be determined at the detailed design phase. The use of rodenticides will not be employed as part of site maintenance. Operational Phase: Planting to screen sensitive areas, in particular the river, will help to reduce visual and noise disturbance from the greenway on surrounding areas. The degree to which this will help to screen human impacts is difficult to quantify, though vegetative barriers may reduce people from passing beyond the confines of the path in some areas. As such, some impacts will still remain, though they will largely be confined to daytime hours, which should reduce pressure on nocturnal and crepuscular species. While dog-on-leash bylaws exist for Cabinteely Park, they should be extended to the Brennanstown section to prevent dogs from running free here as they may disturb the river corridor, and deter/stress birds, fish and mammals. This is very hard to mitigate as part of this project as it is an element of the use of the greenway.	Moderate Adverse These impacts are largely associated with the intended Use of the greenway and so are difficult to avoid, mitigate, minimize or compensate for.

Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Badger	Moderate Adverse Disturbance to foraging/breeding and loss of suitable habitat for resting breeding.	Construction Phase: Detailed pre-construction surveys will be carried out prior to construction to identify any Badger setts along the proposed route. Surveys should be carried out by licensed ecologists at the appropriate time of year (typically late winter or early spring) when badger activity is more detectable, no more than	Minor Adverse for the construction phase. Minor Adverse impacts may persist for the

		1 year prior to commencement of construction. The surveys should identify any signs of Badger presence, including active setts, foraging areas, and latrines. If any active Badger setts are found within or near the trail route, these will be fully protected. Micro-siting of the proposed greenway route may be necessary in this instance. Ecologists will work with the design team to ensure that any setts will not be disturbed and no impediments to access by Badgers will be created. Setts will be clearly marked with signage or temporary fencing to ensure that construction activities do not directly impact them. It may also be necessary to establish buffer zones around the setts where no construction activity can occur, and should exclusion of setts be required, this is to be done so in consultation with NPWS. During works, the site will be kept in such a condition that no hazards to Badgers are created e.g. uncovered excavations, hazardous materials. Operational Phase: Minor impacts that may persist during the operational phase relate to indirect impacts from a level of disturbance that may occur from users of the Greenway.	operational phase.
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Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Otter	Moderate Adverse	Construction Phase: Conduct detailed pre-construction surveys to identify any active Otter holts along the proposed trail route. Surveys should be carried out by licensed ecologists, again, no more than 1 year prior to commencement of construction. If any active Otter holts are found within or near the trail route, these will be fully protected. Micro-siting of the proposed greenway route may be necessary in this instance. Ecologists will work with the design team to ensure that any holts will not be disturbed and no impediments to access by Otters will be created. Holts will be clearly marked with signage or temporary fencing to ensure that construction activities do not directly impact them. It may also be necessary to establish buffer zones around the holts where no construction activity can occur. During works, the site will be kept in such a condition that no hazards to Otters are created e.g. uncovered excavations, hazardous materials. Maintain or restore vegetated buffer zones along the lake and stream to filter runoff, provide cover for otters through planting, and protect their foraging habitats from disturbance. Operational Phase: Minor impacts that may persist during the operational phase	Minor Adverse for the construction phase. Minor Adverse impacts may persist for the operational phase.

		relate to indirect impacts from a level of disturbance that may occur from users of the Greenway.	
Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Bats	Moderate Adverse Loss of roosts, disturbance from construction activity. Disturbance from lighting and human activity at night.	Construction Phase: Pre-construction Ground Level Tree Assessment and Potential Roost Feature surveys will be carried out on all trees which will be impacted by route construction by a suitably qualified ecologist. Emergence surveys should be carried out during the bat activity season (typically from May to August). This will help determine the presence of any bat species and inform further mitigation efforts. All above surveys to be carried out as per Collins (2023) guidelines. Any tree containing potential roost features will be clearly marked and brought to the attention of site staff. No construction activities that may impact these trees will be permitted without guidance from an ecologist. Any tree felling required will be carried out between September 1st and October 31st (inclusive). This shall be carried out following NRA guidelines. Construction activities will conclude before dusk and will not be carried out under artificial lighting. The run-time of plant and machinery will be limited to that necessary. Operation Phase: Minor impacts that may persist during the operational phase relate to indirect impacts from a level of disturbance that may occur from users of the Greenway.	Minor Adverse For construction phase. Minor adverse impacts may persist from human activity at night.

Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Nesting birds, including watercourse specialists like Red Listed Grey Wagtail.	Moderate adverse Impacts from light pollution on the stream and woodland/vegetated areas. Disturbance from increased human activity. Risk of water pollution from construction activities.	Construction Phase: A pre-construction survey to identify feeding areas and nest sites along the riparian corridor will be carried out by a suitably qualified ecologist, at least four weeks prior to construction. Water protection measures will be put in place, including but not limited to: • silt fencing • bunding of fuel-containing machinery/plant • limiting the spatial extent of works • no stockpiling of soil or storage of hazardous chemical within 50 m of watercourse. Anthropogenic disturbance during construction will be inevitable. This will include: • Presence of workers • Movement of plant and machinery • Excavation and installation of services (cabling etc.). Toolbox talks on minimising environmental impacts will be given to all site personnel, including measures to control noise	Minor Adverse Some noise will likely persist during construction, though it will be limited in duration. Minor impacts may persist for the operational phase (see above).

		and vibration. Acoustic barriers will be put in place to protect sensitive receptors, such as watercourses. The location of these will be determined at the detailed design phase. No work to be carried out near dusk, dawn, or at night to avoid disturbance during resting periods. The run-time of plant and machinery will be limited to that necessary. No vegetation removal or disturbance to vegetation (hedgerows, trees, scrub) will be permitted during the bird nesting season (March to August inclusive). If clearance is necessary, it should take place outside of the breeding season (September to February). Riparian vegetation will be protected from clearance or disturbance for the duration of the construction phase. Operation Phase: Minor impacts that may persist during the operational phase relate to indirect impacts from a level of disturbance that may occur from users of the Greenway	
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Ecological Feature	Nature of potential Impact	Recommended Mitigation Measures	Impact after Mitigation
Freshwater Species	Minor Adverse Risk of water pollution from construction activities and habitat quality reduction from light pollution on stream.	Construction Phase: Adhere to Inland Fisheries Ireland (IFI) guidelines and conduct works within the recommended seasonal window (July–September). Maintain fish passage during bridge works to prevent fish stranding. All method statements and relevant sections of the Construction Environmental Management Plan that relate to works within 10 m of the river, as well as all water protection measures will be agreed upon with IFI. Measures may include: Coffer dams and pump-around systems to isolate work areas will be used where necessary for any in-stream works. Silt curtains or sediment traps will be implemented downstream of work areas where necessary to minimise fine sediment dispersal. The natural channel form will be restored using local gravels and cobbles to maintain appropriate substrate conditions for spawning fish. Introduce deflectors or flow-control structures where necessary to stabilise flow velocity and prevent bank erosion. Monitoring for signs of excessive erosion or habitat degradation will be carried out one year after works, adaptive management measures will be put in place if required. The construction methodology is to be agreed upon by IFI. Operational Phase:	Minor Adverse Good water protection measures should significantly reduce, if not remove, risk of long-term water pollution. Improved lighting measures will remove risk of illumination of the river for much of the route, however at the new bridge at the

		Reduction of light spill on river (detailed above) should ensure no artificial illumination on the river course.	
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2.2.10 Proposed Natural Heritage Areas

There are no proposed Natural Heritage Areas on or adjoining the proposed greenway. The nearest pNHA is Loughlinstown Woods located approximately 1.4 km from the site.

Table 5. pNHAs within 5km of the subject site

PNHA	Site Code	Distance
Loughlinstown Woods	001211	1.4 km
South Dublin Bay	00210	3.2 km
Dalkey Coastal Zone And Killiney Hill	001206	2.6 km
Dingle Glen	001207	2.7 km
Ballybetagh Bog	001202	5 km

2.2.11 Built Heritage and Protected Structures

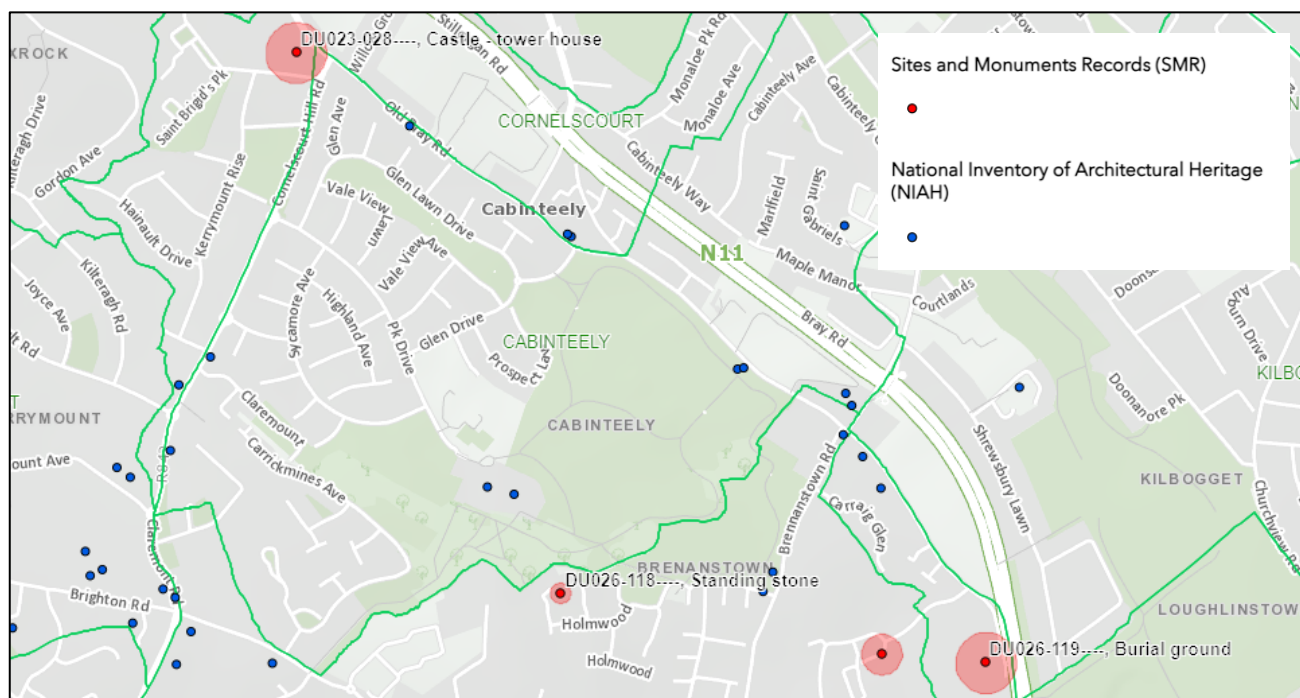


Figure 12: Built heritage, protected structures and SMR zones (Source: Historic Environment Viewer)

The proposed site includes Two Sites and Monuments Records (SMR) zones and two National Inventory of Architectural Heritage (NIAH) sites. Additionally, there are four National Monuments (NMS) Service structures and 12 NIAH in proximity to the subject site.

Table 6: NIAH and NMS Structures Proximate to and within the subject site

NMS Ref.	Description	Location
NMS Structures		
DU026-119	A pre-development assessment in 1995 revealed at least fourteen in situ burials of early medieval date, as well as a sherd of Leinster cooking ware. The evidence suggests an Early Christian date (Gowen 1996, 27-8). Excavations of the site in advance of the construction of an Esso service station was undertaken in 1998. This revealed a complex sequence of burial beginning at least in around the 5th or 6th century, culminating sometime in around the 11th or 12th century. At least 1553 individual burials were uncovered, along with numerous deposits of disarticulated remains and two charnel pits.	Off site.
DU026-159	Pre-development archaeological testing in 2003 revealed a fulacht fiadh (diam. c. 8-10m) on the E side of a stream (Elder 2003, 107).	Off site; zone intersects with development site.
DU023-028	Located at the junction of Gort Na Mona Drive and Cornelscourt Hill Road. A tower house described in 1654 as a 'thatched castle' associated with the Cheever family (D'Alton 1976, 2nd ed.420). Austin Cooper in 1781 observed a fragment of the old castle, which comprised the lower arch over ground floor and part of the first floor (Price 1942, 68). Cornelscourt Shopping Centre and Car Park occupies the site.	Off site; zone intersects with development site.
DU026-118	This recently discovered standing stone is located on a hillslope in pasture adjacent to Brenanstown House. It is formed of granite (H 1.15m; Wth 0.4m). Two small fragments of cremated bone were found directly in front of this stone when it was excavated in 1993 (Carroll 1994, 13). The stone had been set in a pit (diam. 0.8m) and was supported by smaller packing stones.	Off site.
NIAH Ref. No.	Description	Location
NIAH Structures		
60230142	Milestone/milepost	Off site.
60230143	House	Off site.
60230144	House	Off site.
60260236 Containing 60260237	Cabinteely House : country house containing stables	Off site.
60260238 Containing 60260239	Cabinteely House : gate lodge containing gates/railings/walls	On site.
60260242	Saint Brigid's Catholic Church : church/chapel	Off site.
60260243	Saint Brigid's Catholic Church : presbytery/parochial/curate's house	Off site.
60260244	Cabinteely Carnegie Free Library : library/archive	Off site.

60260245	Cabinteely Motors : garage	Off site.
60260246	Cabinteely Garda Síochána Station: garda station/constabulary barracks	Off site.

A search of the built heritage proximate to the proposed alignment of the route was conducted. Of the structures surveyed, four points of note were identified. Two of the points are no longer in situ. These include a Fulacht Fia (NMS ref.no. DU026-159) and a tower house (NMS ref.no. DU023-028). These are located at either end of the proposed scheme. At the western end of the scheme, to the east of the junction at the Old Bray Road and Cornelscourt Hill Road nothing remains of the tower house as it has been replaced by a Village Craft Centre and car parking. At the eastern end of the proposed route there is a Fulacht Fiadh which has been replaced by the Rochfort House in Brennanstown Square.

There are two protected structures within the site proximate to the proposed route alignment. These are both located to the north of Cabinteely Park. These protected structures consist of the Cabinteely House Gate (NIAH Ref.No. 60260239) and the Cabinteely House Gate Lodge (Ref.No. 60260238).

Cabinteely House Gate Lodge is described in the following way by NIAH:

Detached three-bay single-storey gate lodge, extant 1909, on an L-shaped plan centred on single-bay single-storey flat-roofed advanced porch abutting single-bay single-storey projecting end bay; two-bay (south) or single-bay (north) single-storey side elevations. Now disused. Hipped slate roof on an L-shaped plan centred on flat roof behind parapet (porch), clay ridge tiles, rendered, ruled and lined chimney stack on rendered base having corbelled stepped stringcourse below capping supporting terracotta pots, and cast-iron rainwater goods on timber eaves boards on slightly overhanging timber boarded eaves on thumbnail beaded cornice. Rendered, ruled and lined walls on rendered chamfered plinth with rendered monolithic pilasters to corners. Square-headed central door opening with cut-granite step threshold, and concealed dressings having chamfered reveals framing timber panelled door. Square-headed window openings with cut-granite sills, and moulded rendered surrounds with fittings now boarded-up. Set back from line of road at entrance to grounds of Cabinteely House.'

Cabinteely House Gate is described as following by the NIAH:

'Gateway, extant 1837, on a symmetrical plan comprising pair of granite ashlar piers on cut-granite chamfered plinths having cut-granite stepped capping supporting spear head-detailed cast-iron double gates with granite ashlar outer piers on cut-granite chamfered plinths having cut-granite stepped capping. Road fronted at entrance to grounds of Cabinteely House.'

2.3 Landscape and Visual Context

The landscape character of the route varies along the alignment. Section A to the west of the route connects Cornelscourt Hill Road to the Old Bray Road to the south of Cornelscourt village centre. The route is dominated by the busy distributor road in this area. Section B transitions into the suburban residential character of the Glen Lawn Drive and linear parkway. Section C is characterised by the amenity of Cabinteely Park which includes recreational pitches, pathways and an attractive sylvan setting. The historic landscape of the park is discussed further in 2.3.1 below. The final section follows the green route of the Cabinteely Stream.

However, there are no established linear pathways in this area, so in landscape terms the character reflects mixed vegetation along the stream corridor in a backland setting. The bank of the stream is a closed off secluded path that extends to the south of the Carraig Glen housing estate. The path is separated from the estate by a

hedgerow and a notable fall in terrain. The proposed route is much lower than the houses and is therefore not visible from the housing estate.

At the ends of the route adjacent to Druid's Glen Road, the stream valley opens up to integrate with character of new residential developments.



Figure 13 and Figure 14: Section A (left) and Section B (right) of proposed route (Source: Google StreetView and MDB)



Figures 15 and 16: Roundabout at intersection of Glen Drive and Glen Lawn Drive (left) and Glen Lawn Drive as seen from the Cabinteely Stream (right) both facing east (Source: MDB)

The character of the route changes at Section C which extends through Cabinteely Park. There are ornamental gardens, the Cabinteely Stream, walking paths and exercise facilities.



Figures 17 and 18: View of the pond in Cabinteely Park (left) and open public space in Cabinteely Park (right) both facing north-west (Source: MDB)



Figure 19: View from Brennanstown Road of the eastern boundary of Cabinteely Park (Source: MDB)



Figure 20 and Figure 21: Trail showing overgrown path is in use (right) and location of the secluded path's intersection with the Carraig Glen pathway (Source: MDB)



Figure 22: End of route adjoining Brennanstown Square development adjacent to Druid's Glen Road, Cherrywood (Source: MDB)

2.3.1 Historic Landscape of Cabinteely Park

Cabinteely Park is situated on the lands surrounding Cabinteely House and contains features typical of 18th to 19th century estate grounds. The park has a surrounding boundary wall along with gates and railings which are recorded on the National Inventory of Architectural Heritage (NIAH). The gateway fronts the Old Bray Road on the north-eastern side of the park and is adjacent to the single storey gate lodge which is currently out of use. The visual impact of these historic structures is described by the National Built Heritage Service (NBHS) as a *pleasing visual statement in a sylvan street scene at the entrance on to the grounds of the Cabinteely House estate*.

Within the park, to the south-west, Cabinteely House is a detached and well-preserved nine-bay two storey structure representing *an important component of the mid eighteenth-century domestic built heritage of south County Dublin*. It sports symmetrical frontage, a pillared doorcase and holds architectural value. It is fronted by a landscaped garden and located in proximity to a renovated stable complex, also protected, which is currently in use as a café. The general visual appearance of the park is fitting with the character of its historic landscape. Winding paths are intermittently edged with benches, leading through copses of woodland and open spaces populated with cultivated flower beds and a hedgerow bordered playground.



Figure 23 and Figure 24: Cabinteely house (left) and Cabinteely Park gates with view of gate lodge (right) facing south-west (Source: NBHS and MDB)

2.3.2 Traffic and transport

Existing traffic conditions are addressed in detail in the Traffic Impact Assessment prepared by DBFL Consulting Engineers with a range of surveys conducted in October 2023 and September 2024. The junctions included in their assessment are:

- Old Bray Road/Cornelscourt Hill Road Signalised Junction
- Glen Lawn Drive/ Glen Drive Roundabout
- Bray Road/Clonkeen Road Junction
- Brennanstown Road/Carraig Glen Junction

Peak hours at junctions along the route were between 8am and 9.15am, and 3.15pm to 6.15pm respectively. A total of 1,031 vehicles were counted during the AM peak, and 1,099 vehicles during the PM peak passing through

the Cornelscourt Hill Road /Bray Road Junction. A total of 521 vehicles were counted during the AM peak, and 311 vehicles during the PM peak passing through the Glen Lawn Drive / Glen Drive Roundabout. A total of 505 vehicles were counted during the AM peak, and 461 vehicles during the PM peak passing through the Clonkeen / Bray Road Junction. Junction turning counts were not collected at the Brennanstown Road/Carraig Glen Junction.

On the Brennanstown Road the average weekday 2-way flow is 4,457 vehicles and weekend is 3,767 vehicles. On Glen Lawn Drive the average weekday 2-way flow is 718 vehicles and weekend is 607 vehicles. The 85th cumulative speed on both Glen Lawn Drive and Brennanstown Road was above the posted speed limit of 50km/h.

2.4 Human Beings

2.4.1 Population

The total population of Dún Laoghaire-Rathdown recorded in the Census 2022 was 233,860 (Census 2016 was 218,018). The route is primarily located within the Stillorgan Local Electoral Area which grew 9% from 2016 to 2022 (population 33,196).

At a more local level, the route is located primarily within the Foxrock-Carrickmines Electoral Division. The population rose 6% from 5,951 in 2016 to 6,324 in 2022. Approximately 400 m of the greenway's Section D is located within the Cabinteely-Loughlinstown ED, the population of which rose 25% from 4,280 to 5,362 between census counts. The park is bounded by/adjoins residential areas, including Glen Lawn Drive, Cornelscourt Village, Cabinteely, Vale View, Carraig Glen and Brennanstown Square. The Cherrywood SDZ lies to the south of the site and currently provides for approx. 10,500 new homes. It is projected to eventually cater for a population of c.26,000 and to support c. 22,000 new jobs through commercial development within the area.

The Central Statistics Office (CSO) provides information on population and socio-economic aspects of the population residing within the small areas that the proposed route runs through. These small areas are within the administrative area of DLRCC. The most recent census of population by the CSO was undertaken in 2022. Population change (2011-2022) for the catchment area of the route is set out in Table 7 below.

Table 7. Population Change 2011-2022 (Source: CSO)

Location	2011	2016	2022	Percentage Increase
Ireland - State	4,588,252	4,761,865	5,123,536	11.6%
Dún Laoghaire-Rathdown County Council	201,074	218,018	233,860	16.3%
Small Area				

Location	2011	2016	2022	Percentage Increase
Area to the north-east of Cornelscourt Hill Road (Code: 267088011)	319	295	305	-4.4%
Glen Lawn Drive and Estates north-east of Cabinteely Stream (Code: 267088019)	214	225	216	0.9%
Vale View Estate south-west of Cabinteely Stream (Code: 267088020)	337	335	288	-14.5%
Estates surrounding Glen Drive Road (Code: 267088018)	225	221	228	1.3%
Central Cabinteely Park surrounding house and school and Highland Estates (Code: 267088017)	411	411	408	-0.7%
Cabinteely Close and north-east of Cabinteely Park (Code: 267088016)	262	276	361	37.8%
Lambourne Wood and south-east of Cabinteely Park (Code: 267088013)	521	471	460	-11.7%
Former Doyle's Nursery site and Brennanstown Court (Code: 267038013)	208	239	241	15.9%
Johnstown Road to Beech Park (Code: 267038011)	208	192	509	144.5%
Brennanstown Square (Code: 267038012)	267	294	290	8.6%
Total	2,972	2,959	3,306	11.2%

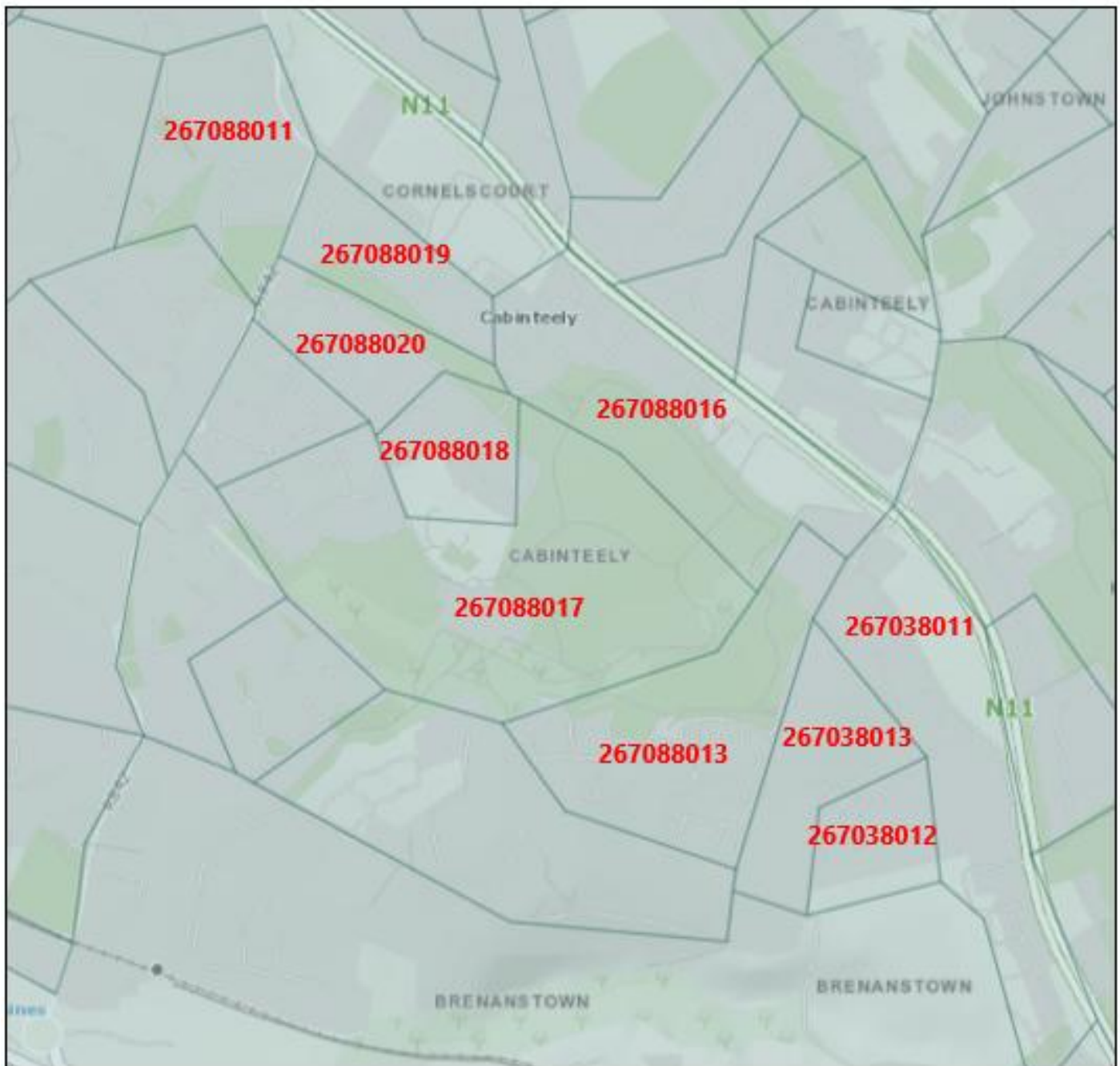


Figure 25: Small areas surrounding the proposed greenway (Source: CSO)

The areas around Cabinteely Park have seen the most population growth, particularly those on its north-east and south-eastern borders. Small areas 267088016 and 267038011, on the north-eastern boundary of the park and site have seen the most growth. These areas encompass several housing estates and extend into the area designated by DLRCC as the Cherrywood Strategic Development Zone (SDZ). Cherrywood is the largest undeveloped landbank in DLRCC and has been designated for the development of significant transport and social infrastructure with 76 ha allocated for residential development.

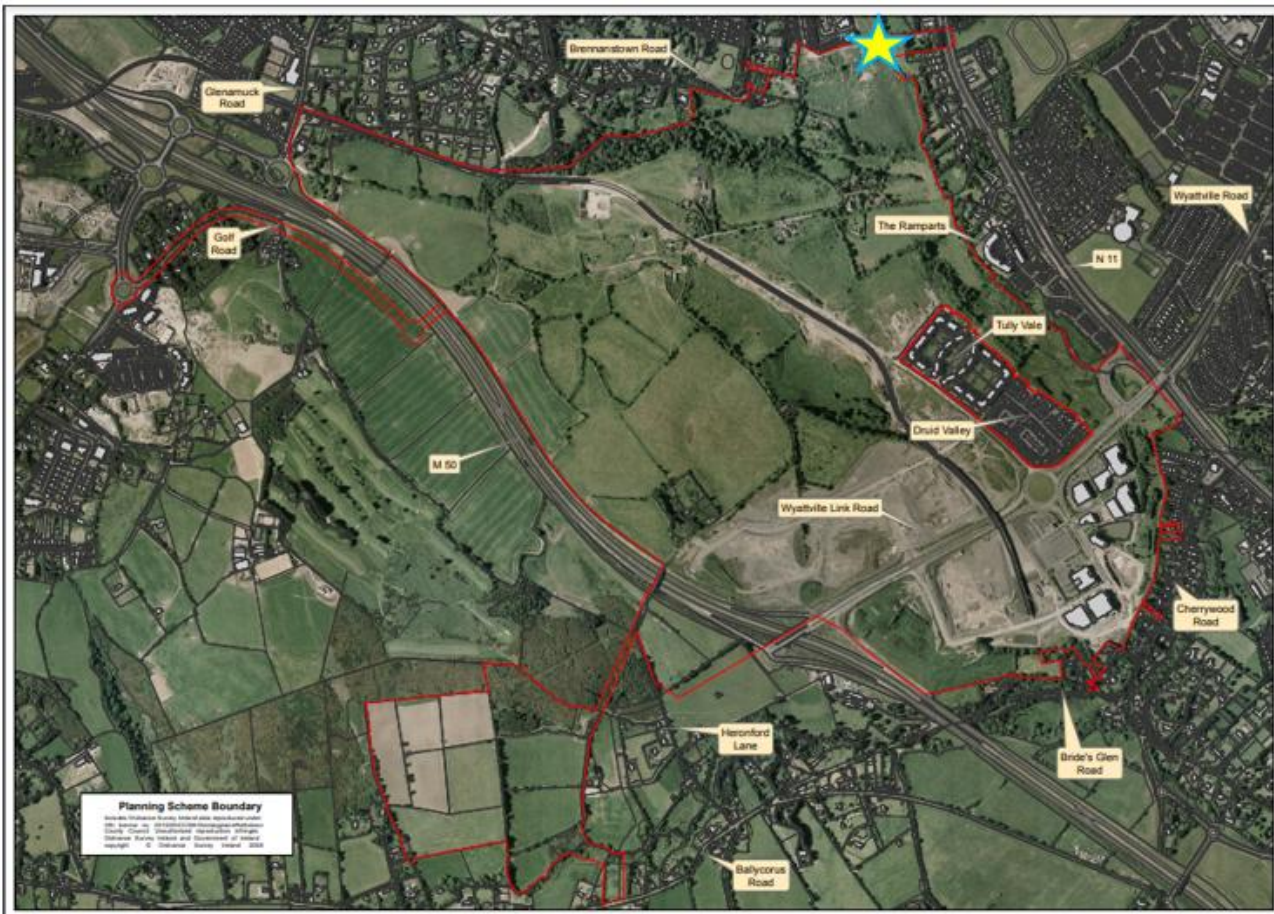


Figure 26: Extents of Cherrywood SDZ marked with southern extent of Cabinteely Greenway (Source: DLR)

Generally, the suburban areas to the north of the site are mature and have retained stable populations or seen minor population decrease between censuses, while areas to the south are under development and residential populations have seen rapid growth. The Cherrywood SDZ is under development to the south of the scheme. Small areas 267088016 and 267038013 (see Figure 25 above) respectively experienced a 15.9% and 37.8% population increase between census. The latter additionally encompasses the area allocated for future residential scheme (ref. ABP30585919) which indicates likely further future population growth. Small area 267038011 saw a 144.5% increase. The small areas to the north of the site have either maintained a stable population or seen minor population decrease, the most notable of which is in the Vale View housing estate to the south of Section B of the proposed route (code: 267088020).

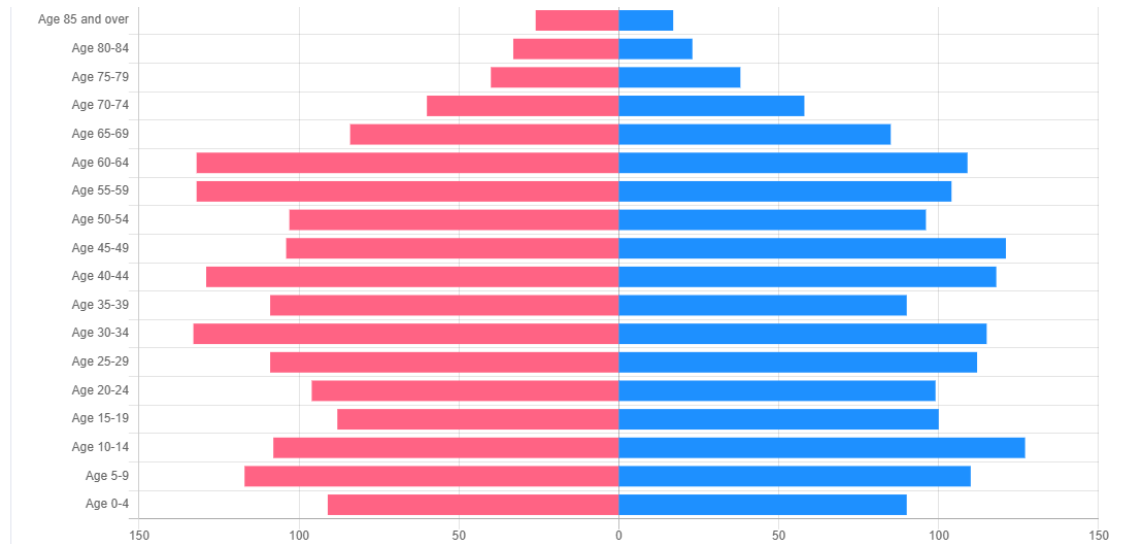


Figure 27: Age distribution of population in small areas surrounding the site (Source: CSO)

The age distribution of the small areas noted above shows a high proportion of residents under the age of 65, and thus within the age range that would commute to work or school. Approximately 19.5% are of school-going age (5-19). The current distribution of means of travel in the Foxrock-Carrickmines ED is indicated in Figure 28 below. A total of 357 children were recorded as either walking or cycling to school while a total of 151 adults utilise these means of transport for travel to work.

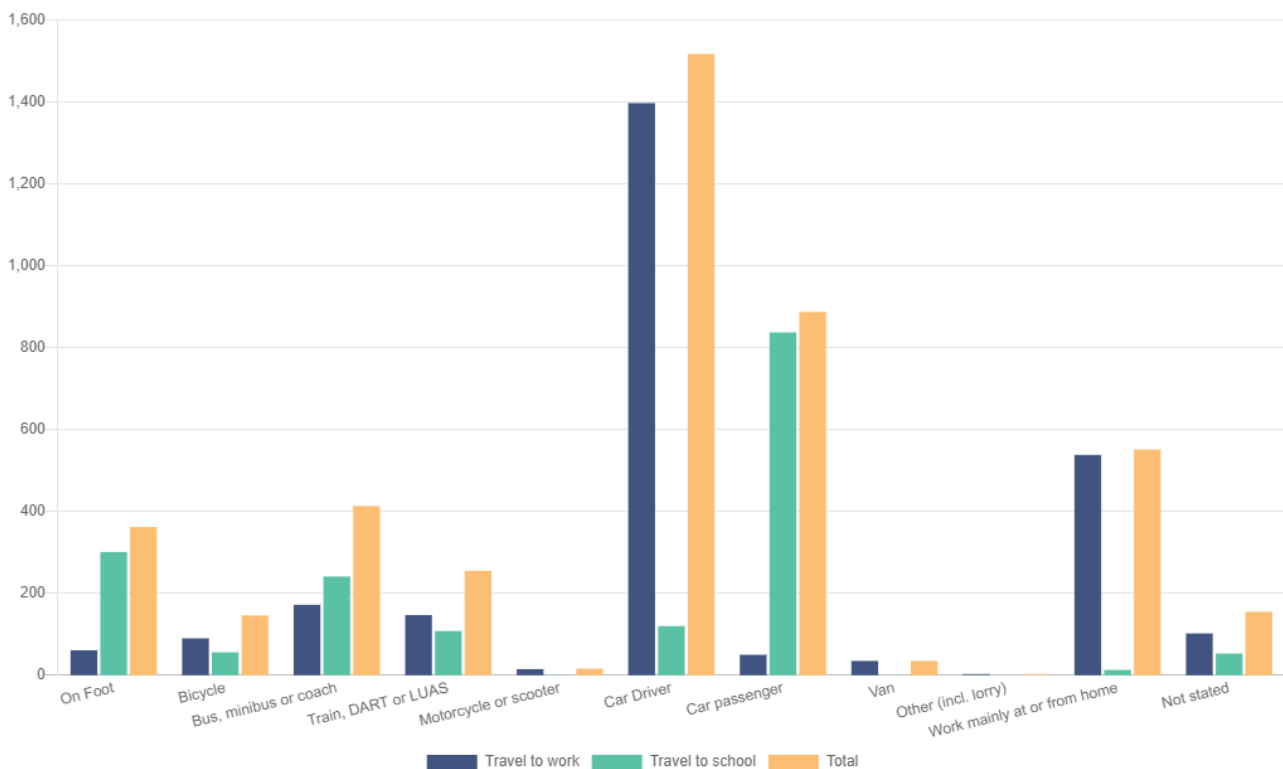


Figure 28: Population aged 5 years and over by means of travel to work, school or college (Source: CSO)

The County Development 2022-28 Core Strategy reflects that population change in the County has been strong and is projected to continue to grow subject to strong market demand.

DLRCC has experienced a significant reversal in population growth trends from a County that was experiencing a period of population stagnation through the noughties, to a County that has experienced

consistent and strong population growth over the last 10 to 15 years. The 2016 Census records indicate that DLRCC has a population of c.218,000 people which comprises an increase of c. 24,000 people over the two intercensal periods from 2006 to 2016.

This is in stark contrast to the previous 10-year period between 1996 and 2006 which saw an increase of only c. 4,000 people. This acceleration in population growth is further emphasised by the fact that DLRCC had the lowest population increase of any County in the State between the years 2002-2006, whereas in the most recent intercensal period (2011-2016) DLRCC had the fourth highest growth rate of all Counties in Ireland, surpassed only by Fingal, Kildare and Meath.

In population growth terms, DLRCC is now one of the fastest growing Counties in Ireland. It is anticipated that the results of Census 2022 will confirm ongoing strong population growth, in line with the quantum of housing completions in the County since the 2016 Census and the ongoing high levels of planning and construction activity.

Table 8. DLRCC Core Strategy –Population Projections

	2016	2026 (Low to High)	2028 (Low to High)	Total Population Growth 2016-2028	Average Annual Pop Growth 2016-2028
Dún Laoghaire-Rathdown	218,000	246,750 – 252,375¹	250,550 – 258,375²	32,550 – 40,375	2,713 – 3,365

Table 8 above (from Table 2.2 of the Core Strategy) shows there is a variation between historical average annual growth (c. 2,400 persons per annum between 2006 and 2016) and future average annual population (c. 2,900-3,400 between 2016 to 2026 and 1,900- 3,000 between 2026 and 2031). In overall terms, the future low growth scenario comprises a comparatively minor variation to historical trends.

2.4.2 Services and Employment

There are a number of commercial activities in close proximity to the site. Dunnes Stores Cornelscourt is a major retail destination for the southern suburbs. The SC also includes an optician, hairdresser and pharmacy along with a variety of other retail outlets. Extending north along the Old Bray Road from the SC is the commercial centre of Cornelscourt Village. This is the thoroughfare on which most of the village's services, including bank, restaurants, shops and the petrol station are located.



Figure 29: Entrance to the Park from the Old Bray Road (facing east) (Source: MDB)

Cabinteely Village is approx. 230m to the south-east of its nearest entrance to the park on the Old Bray Road. The Bank of Ireland Operations Centre and Bank of Ireland Computer Centres, located to the north-east of the site across the Old Bray Road both offer significant sources of employment. Their services are primarily administrative and they do not offer customer services. Located in the village are also shops, small restaurants and bars along with services such as a dentist, post office, library and ESB car charging station. These are almost all found along the Old Bray Road.

The Park Shopping Centre is located west of the park on Glen Drive/Park Drive. This is a smaller shopping complex with five outlets and a childcare centre. Other retail services in the area are interspersed amongst the housing estates while the Cabinteely Park contains two cafés, a forest school, several pitches, an art studio and a corporate office.

Employment data for the area surrounding the site was collected by the CSO in 2016 and collated into workplace zones (WZ). These were demarcated based on Small Area Plan boundaries (see Table 9 below). The percentage of daytime population in employment exhibits the degree to which an area's function is that of an employment centre. WZ DR0253, between the Old Bray Road and the N11 has a daytime population of which 70% is in employment within the zone. This area is reachable via the greenway and Section A of the proposed route ends at the southern verge of this zone. WZ DR0067 encompasses the north-western region of Cabinteely Village (inc. Bank of Ireland Computer Centre) and boasts high daytime employment numbers (57%) while DR0071 which covers the remaining region (inc. Bank of Ireland Operations Centre) shows to have slightly less of an employment function (40%). The Park SC and other businesses in WZ DR0256 or other factors such as working from home lead to 39% daytime employment while Cabinteely park and the Highland Estate area is predominantly recreational, residential and used for educational purposes with only 15% employment.

Table 9. Daytime employment per workplace zone (Source: CSO)

Workplace Zone	Small Area	Total daytime Employment	Percentage of daytime population in employment
DR0255	Area to the north-east of Cornelscourt Hill Road (Code: 267088011)	215	37
DR0256	Glen Lawn Drive and Estates north-east of Cabinteely Stream (Code: 267088019)	168	39
	Vale View Estate south-west of Cabinteely Stream (Code: 267088020)		
	Estates surrounding Glen Drive Road (Code: 267088018)		
DR0254	Central Cabinteely Park surrounding house and school and Highland Estates (Code: 267088017)	212	15
DR0067	Cabinteely Close and north-east of Cabinteely Park (Code: 267088016)	1,311	57
DR0071	Lambourne Wood and south-east of Cabinteely Park (Code: 267088013)	239	40
	Former Doyle's Nursery site and Brennanstown Court (Code: 267038013)		
	Johnstown Road to Beech Park (Code: 267038011)		
	Brennanstown Square (Code: 267038012)		
DR0253	Between Old Bray Road and N11 stretching from Foxrock to Cabinteely Park (Code: 267088010)	488	70

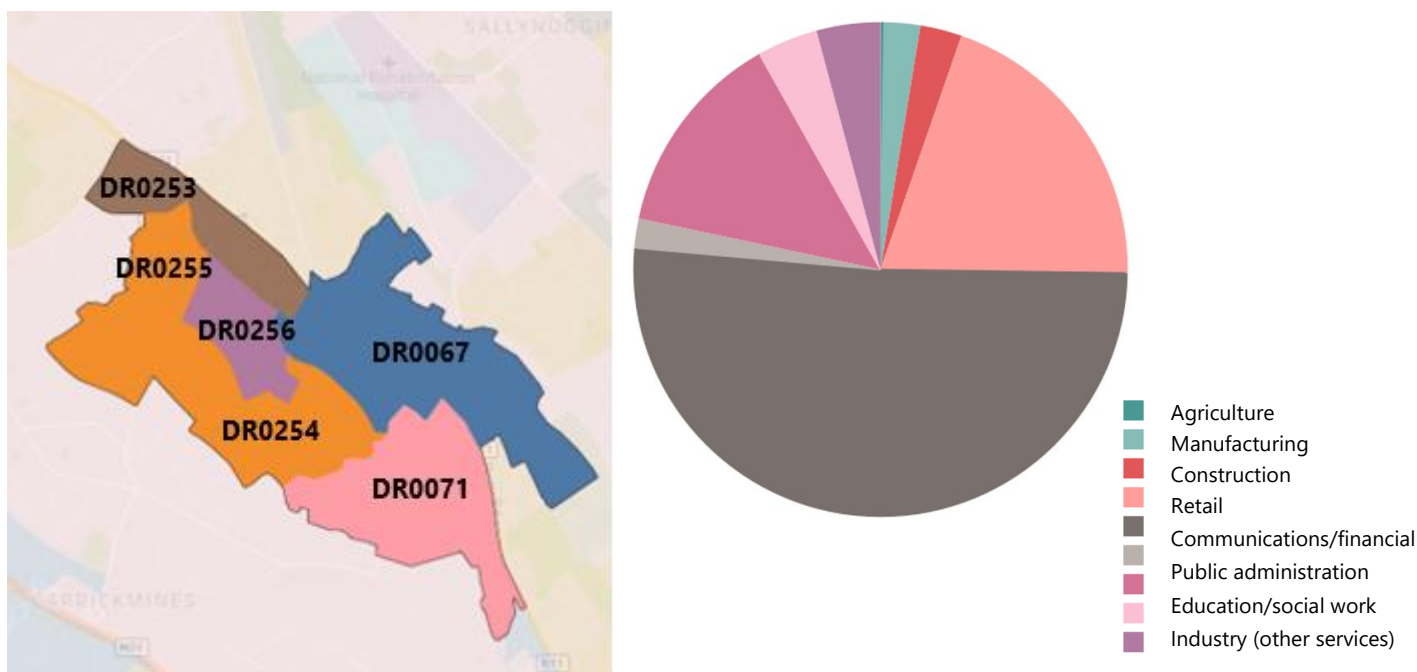


Figure 30: Workplace zones and industry distribution in the context of the site (Source: Public Tableau, CSO 2016)

2.4.3 Schools

Saint Brigid's Girls national School is located on the western boundary of the park (Park Drive) close to Cabinteely House while its boys counterpart is located on Mart Lane, approx. 300 m north-west of Section A of the scheme. This school can be accessed both via the Old Bray Road and the Cornelscourt Hill Road. Clonkeen College is located approx. 700 m from the subject site on the opposite side of the N11. This secondary school might be accessed by foot or bicycle via the Johnstown Road cycle lane or footbridge to the south or the Clonkeen Road proximate to the Cornelscourt SC. Cabinteely Community School is located across the N11 from Cabinteely Village and St. Laurence's College is 800 m from the extent of the scheme's Section D, accessible via the N11. Cherrywood Educate Together is located 1.3 km from the subject site in the Cherrywood SDZ. The first phase of the Druid's Glen Road which is adjacent to the end of the scheme is complete. This will link to the Lehaunstown Road 250 m to the south-west under the Cherrywood Planning Scheme, creating a link to the school.



Figure 31: Section of Lehaunstown Road to Connect to Druid's Glen Road (Source: DLRCC)

Recreation and Amenity

The primary recreational facility through which the greenway runs is Cabinteely Park. This approx. 27 ha park contains a playground, several pitches, open green space, a café and is proximate to the Brennanstown Standing Stone, a historical landmark which lies on the perimeter of the park and Holmwood housing Estate. Geraldines P. Moran GAA Club, St. Brigids Rugby Club and the Park Celtic football club use the Cabinteely and Cornelscourt pitches. There are two fitness centres, a small, women's only personal trainer and another health and wellness centre beside the Cornelscourt Hill Road and in the Vale View Estates respectively. The majority of restaurants and cafés are along the Old Bray Road in both Cornelscourt and Cabinteely, though the park and the shopping centres also house Piccolo Bistro Café, The Stableyard Café and Café Sol. Restaurants are also found in the same locations.

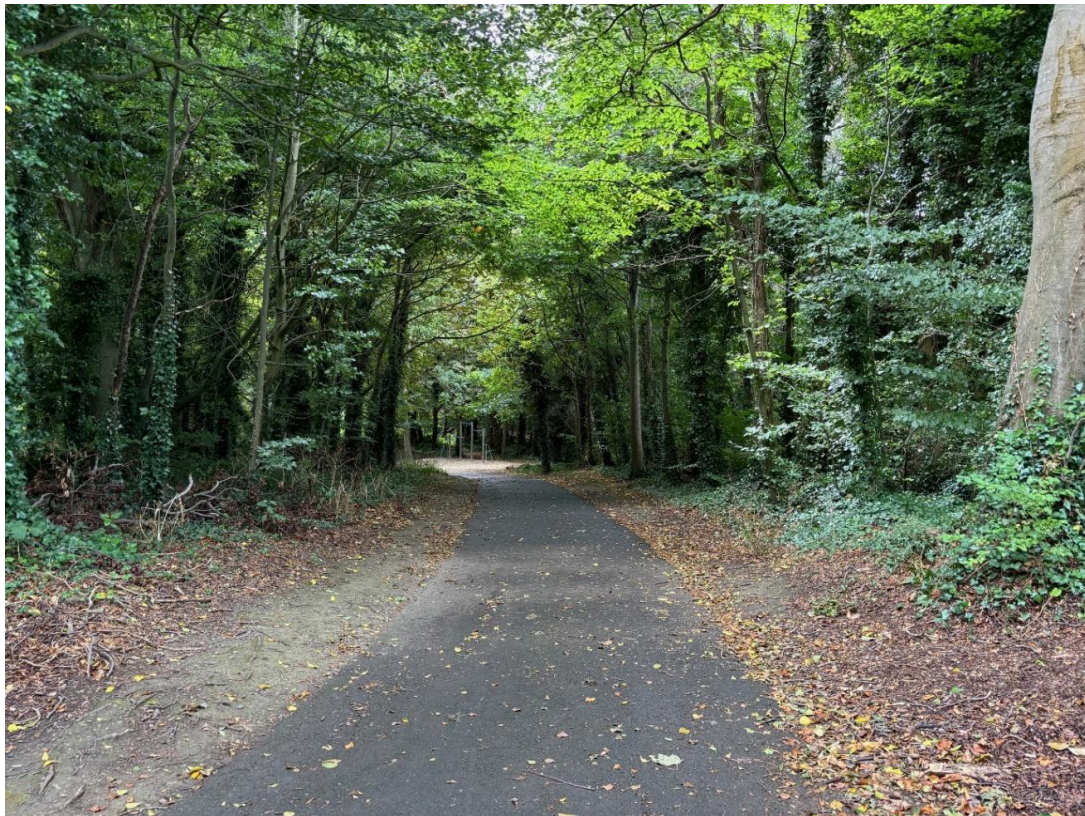


Figure 32: Pedestrian perimeter pathway in Cabinteely Park through woods (facing south-east) (Source: MDB)

3. PROPOSED DEVELOPMENT

3.1 Introduction

It is proposed to deliver a shared cycling and walking route that is consistent with the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028, and the Greater Dublin Area Cycling Network. The proposed scheme will deliver a greenway that will improve pedestrian and bicycle friendly connections between residential neighbourhoods, local amenities, public open spaces, commercial centres and educational facilities. The local authority has also commenced the Druid's Glen Road Scheme and Cherrywood Greenway. Going forward, the Cabinteely Greenway will connect to this development, extending into the Cherrywood area and contributing to a more cohesive network of cycling infrastructure in DLRCC.

The proposed Cabinteely Greenway comprises a linear cycle and pedestrian route of approx. 2.3 km, running from Cornelscourt in the north-west to Cherrywood in the south-east through Cabinteely Park. The greenway will be built in four sections (see Section 3.2 below) and construction will involve the laying of pathways and cycle tracks both through and around Cabinteely Park, local residential streets and their associated public open spaces. The majority of pathways will be constructed on existing pedestrian and vehicle routes, *with less than 1 km of one route requiring the laying of new cycle lanes through grassland and woodland within the park.*

Works during the construction phase include:

- *Stripping of topsoil*
- *Laying of path material (tar and aggregate)*
- *Construction of bridge over the Cabinteely Stream*
- *Removal of several trees*
- *Ancillary works (storage of soil, materials and plant)*
- *The development will additionally require the use of mechanical vehicles, infrastructural works such as the creation of pedestrian bridges, access gates and fences. It will also involve the clearing of some wooded areas and the selected felling and removal of several trees (Flynn Furney, 2025).*

The scheme will be designed in accordance with the relevant guidelines (e.g. Greenway and Cycle Ancillary Infrastructure Guidelines and the Cycle Design Manual), to provide adequate ancillary infrastructure such as appropriate seating (specifically on the Cabinteely Park), secure bicycle parking, appropriate lighting and access of adequate width.

3.2 Proposed Route Description

The proposed greenway will connect Cornelscourt Village to Cherrywood. The alignment will be described from west to east starting with Section A.

3.2.1 Section A

3.2.1.1 Description of the Route Section

Begins at the junction between the Bray Road and Cornelscourt Hill Road. The proposed greenway will extend south, along the eastern side of the Cornelscourt Hill Road for approximately 200 m before diverging through the treeline to intersect with Glen Lawn Drive.

3.2.1.2 Proposed Works

The proposed works include the construction of a shared path extending from the Old Bray Road along the eastern edge of the proposed route. Cycle ramps will be incorporated into the design at the junction and the current pedestrian crossings will be upgraded to toucan crossings. A new Toucan Crossing is proposed on Cornelscourt Hill Road to the south of the Kerry Mount Green Road. The outer grass verges will be maintained, and the width of the shared path is designed to accommodate for existing trees.



Figure 33: Proposed Section A of Cabinteely Greenway (Source: DBFL Consulting Engineers)

3.2.2 Section B

3.2.2.1 Description of the Route Section

Follows the pedestrian pathway from the intersection with Cornelscourt Hill Road and then runs along the south side of Glen Lawn Drive to the roundabout at the proposed new entrance to Cabinteely Park. A new raised zebra crossing will be implemented at the western end of Glen Lawn Drive. The Glen Lawn Drive / Glen Drive roundabout will be upgraded with raised zebra crossings on all arms.



Figure 34: Proposed Section B(1) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

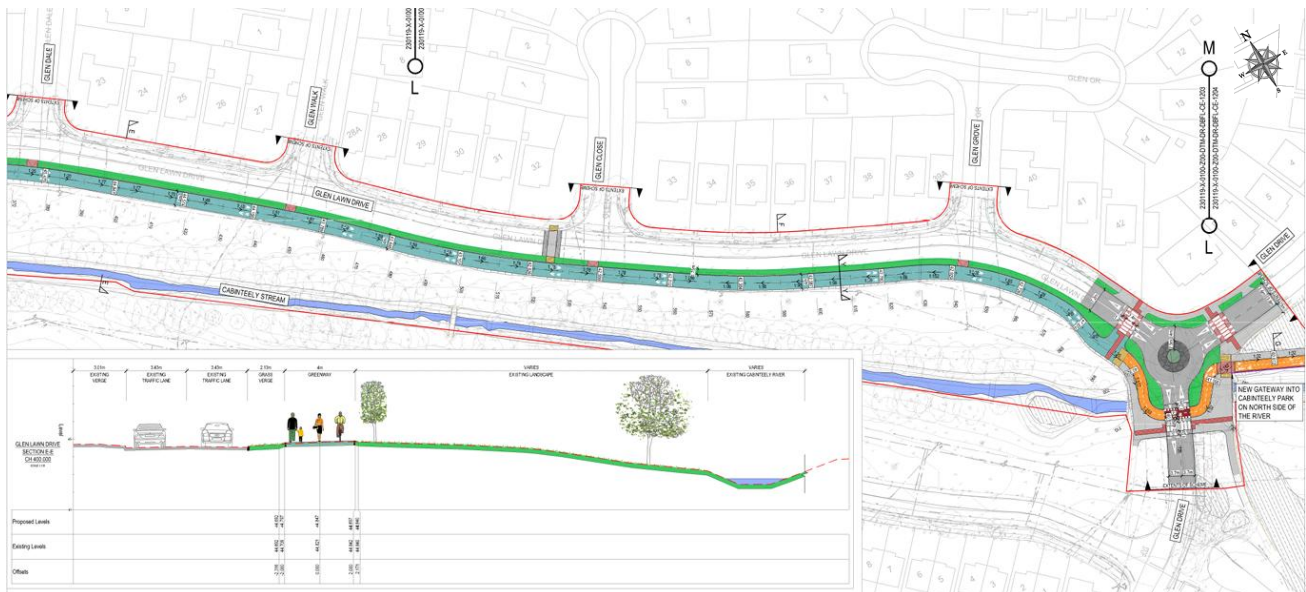


Figure 35: Proposed Section B(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

3.2.2.2 Proposed Works

This section will consist of a continuation of the shared path from the previous section. Combined zebra crossings will be added to each of the roads that feed into the roundabout and a raised zebra crossing will be implemented at the western end of Glen Lawn Drive.

3.2.3 Section C

3.2.3.1 Description of Route Section

Follows the existing track to the north of the park along the treeline with a new entrance to the park adjacent to the Old Bray Road/Glen Drive junction. Where the existing path enters the trees beyond the park's northern entrance the greenway is proposed to diverge from the existing path. Existing path will be removed and replaced with new tree and biodiversity friendly planting. The route will exit the park, tying into an existing footpath to the north of the Cabinteely Stream. This section of the route will facilitate an improved link to the Clonkeen Road supporting connection with the N11.

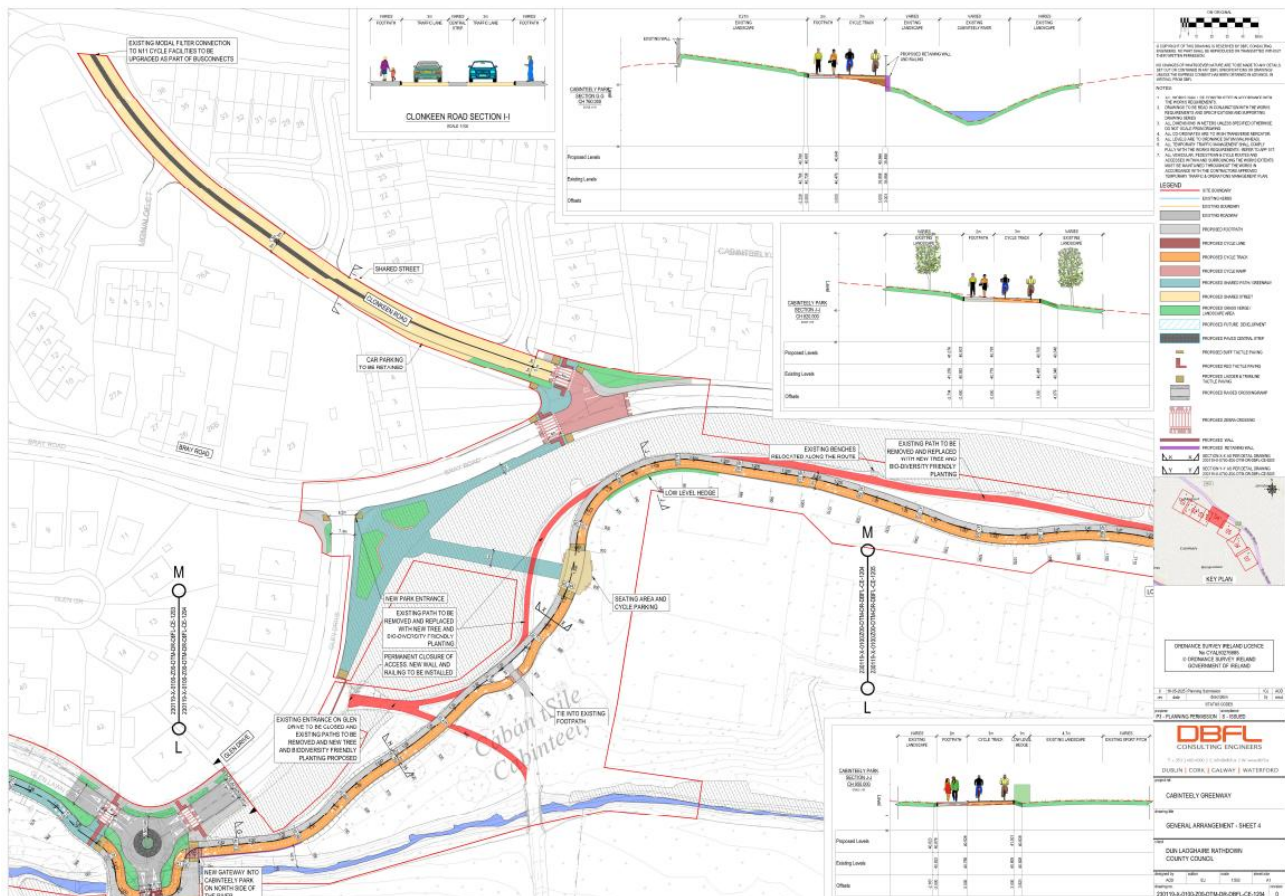


Figure 36: Proposed Section C(1) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

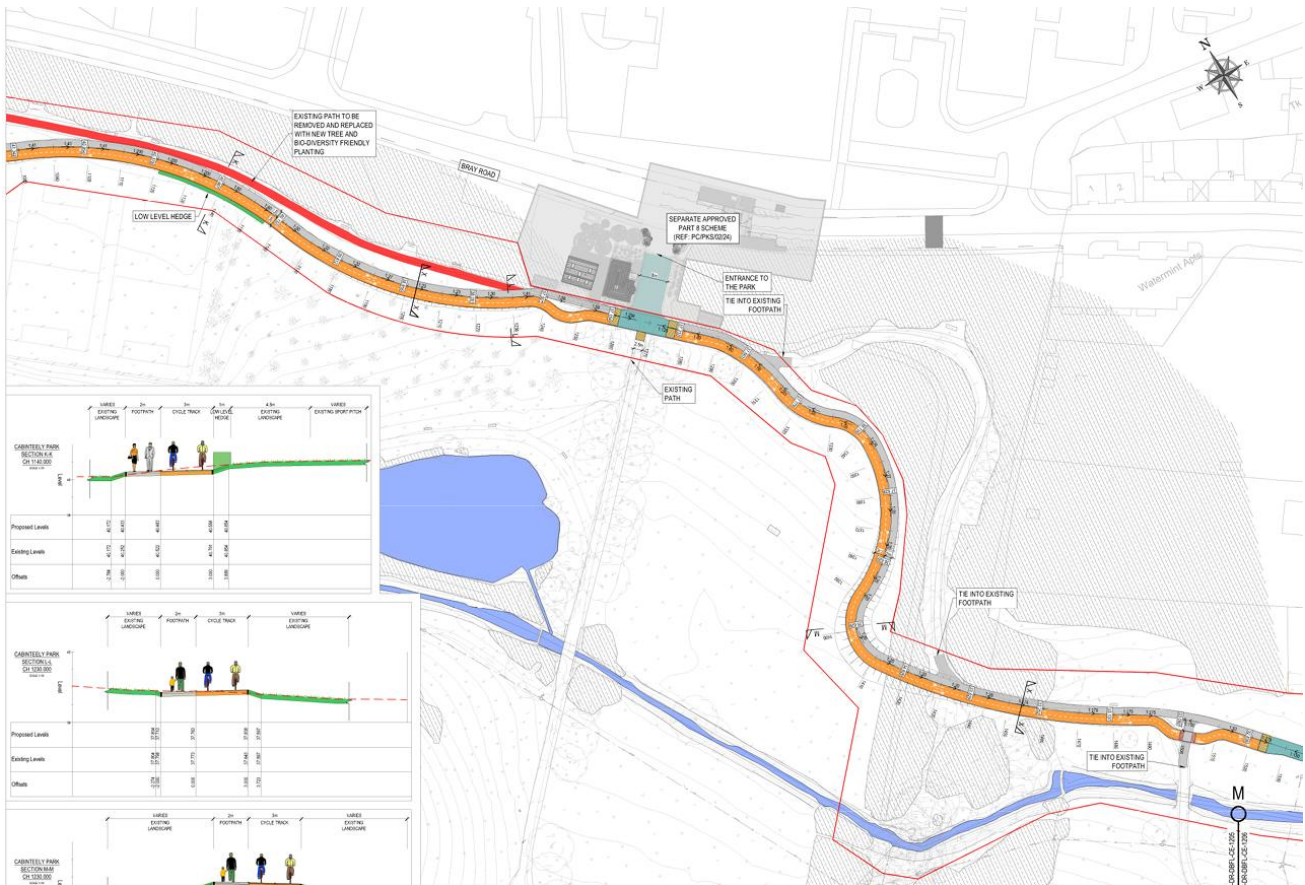


Figure 37: Proposed Section C(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

3.2.3.2 Proposed Works

This section of the route consists of a cycle track through Cabinteely Park with a footpath running alongside it. The current western entrance to the park is proposed to be replaced by a new gateway proximate to the roundabout and the existing paths to be replaced with new tree and biodiversity friendly planting. A new park entrance is proposed adjacent to the Old Bray Road and Glen Drive junction. A similar rewilding is proposed for the footpath on the northern boundary of the park. The footpath will tie into the existing footpath which crosses the Cabinteely Stream to the north-west of the Brennanstown Road. Both footpath and cycle lane will continue eastwards to the north of the stream.

3.2.4 Section D

3.2.4.1 Description of the route section

Figure 38 and Figure 39 illustrate section D of the route. This route follows the northern bank of the stream to the south-west of the Carraig Glen housing estate. A new footpath will provide connection to the proposed scheme from the Brennanstown Avenue to the south. A new bridge will cross Cabinteely Stream before the route joins the Cherrywood Green Routes Network to the south of the stream.

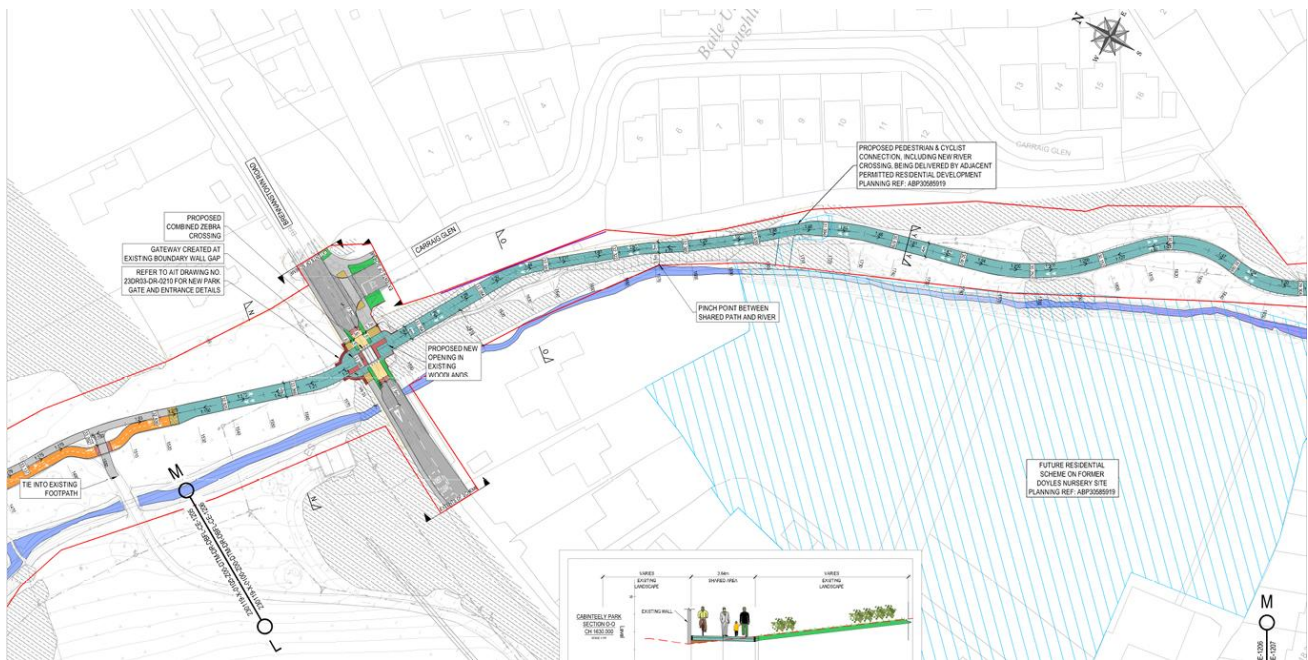


Figure 38: Proposed route section D(1) (Source: DBFL)

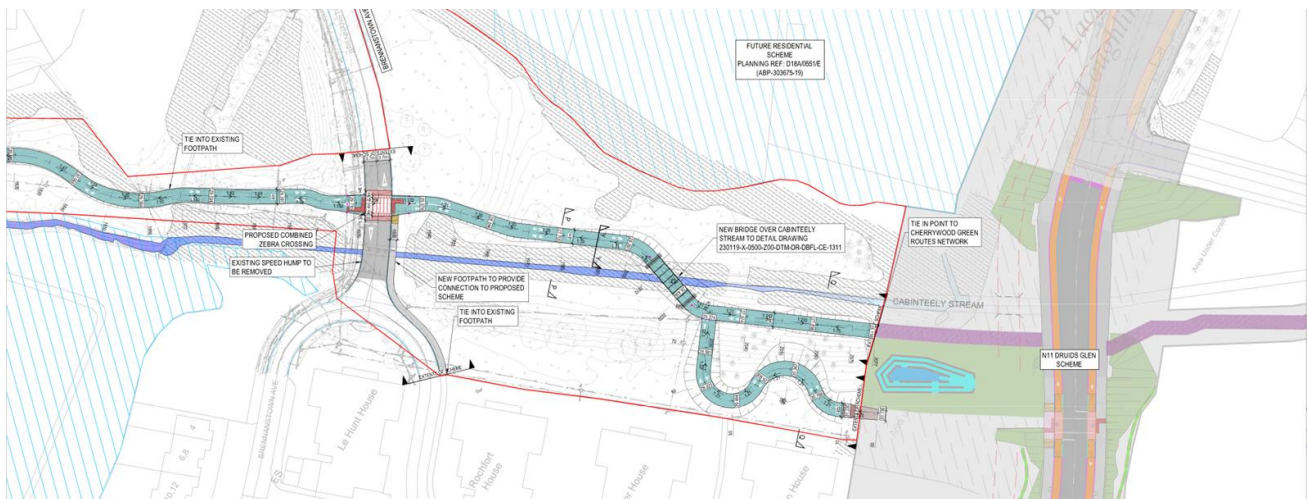


Figure 39: Proposed route section D(2) (Source: DBFL)

3.2.4.2 Proposed Works

This section continues the cycle track and footpath of section C, which then transitions to a shared path beyond the intersection with the Brennanstown Road. This intersection will include the addition of an opening in the existing woodlands by the bank of the stream and a gateway at the existing boundary wall gap on the roadside. A combined zebra crossing will be placed on the Brennanstown road, a one lane two-way shuttle system for traffic will also be implemented at this location. It will be raised to aid in traffic calming and facilitate safe crossing for users of the greenway. A crossing over the stream is planned into the proposed future residential scheme on the former Doyle's Nursery site. The shared path will cross Brennanstown Avenue to the north of the stream. A combined zebra crossing will also be added here. The route will cross the Cabinteely Stream from north to south via a new bridge. At its end, the track will connect to the Cherrywood Green Routes Network.

3.3 Scope of the Works

3.3.1 Construction Scope of Work

The proposed works will involve the development of shared and segregated paths for both pedestrians and cyclists through greenfield areas. This will include one additional crossing over the Cabinteely Stream in the form of a bridge, the redesign of a roundabout, the addition of new entrances and gates to Cabinteely Park, the widening of existing footpaths and biodiversity planting work.

The preliminary design predominantly leaves existing residential boundary treatments as they with the exception of a collapsing section of retaining wall to the east of the Brennanstown Road. This will be replaced. Section C of the proposed route includes the addition of gated entrances to Cabinteely Park.

The project will integrate directly with other schemes in the area namely the Cherrywood Green Routes Network at the eastern end of the route and the Strategic Housing Development (SHD) at the former Doyles Nursery at the Brennanstown Road. This SHD application included a pedestrian bridge over the Cabinteely Stream which would connect the site to the proposed greenway route.

4. PLANNING POLICY

4.1 National Policy

4.1.1 Project Ireland 2040 – National Planning Framework (NPF) First Revision April 2025

The Government of Ireland has developed a strategic framework called Project Ireland 2040 National Planning Framework (NPF) to direct development and investment. The NPF aims to establish a common vision and a set of goals for every community to guide the growth and development of Ireland until 2040. These goals are called National Strategic Outcomes (NSOs) which are further articulated through National Policy Objectives (NPOs). The following NSOs and NPOs that are related to the proposal and are accompanied by a statement that explains how the Proposed Scheme aligns with them:

NSO4 Sustainable Mobility – In line with Ireland’s Climate Action Plan 2024 and National Sustainable Mobility Policy, we need to progressively change the way we travel, by reducing our car usage to the extent possible, and increasing the number of journeys taken by sustainable modes of transport, namely walking, cycling and public shared transport.

NSO 10 Access to Quality Childcare, Education and Health Services – *‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services’*

National Policy Objective 20

In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

National Policy Objective 36

Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.

National Policy Objective 37

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

National Policy Objective 93 – *Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions.*

Proposed Scheme Response

The proposed scheme is aligned with the above policies by facilitating active travel connections. The proposed scheme will connect residential areas with employment opportunities, schools and services with improved pedestrian and cycling infrastructure thereby promoting a more active lifestyle and reducing air pollution by providing safe and convenient alternative modes of transport to the car.

4.1.2 National Investment Framework for Transport in Ireland

The National Investment Framework for Transport in Ireland was finalised by the Department of Transport in 2021 and constitutes a high-level strategic framework to support the consideration and prioritisation of future investment in land transport. It aims to ensure that sectoral investment is aligned with the National Planning Framework and to support the delivery of National Strategic Outcomes. *Major investment in cycling and walking* is noted as a means to cater for rising travel demand while decarbonising the transport sector while Active Travel is considered the preferred transport solution within the framework's modal hierarchy.

The relevant Investment Priorities as stated in the document are:

1. **Decarbonisation** – *'We will support sustainable mobility wherever it is feasible and encourage modal shift to these modes, namely active travel and public transport. This will include extending the reach of sustainable mobility in rural areas through investment in greenways, public transport and the strategic provision of integrated park and ride solutions.'*
2. **Mobility of People and Goods in Urban Areas** – *'We will support projects that reduce urban congestion, particularly sustainable mobility measures which also promote decarbonisation. We will prioritise the optimisation of existing infrastructure to give sustainable modes greater priority and the development of new sustainable mobility infrastructure.'*

Key transport challenges addressed by the proposed scheme are noted below:

02. Decarbonising the transport sector while facilitating increased travel demand

06. Increasing sustainable mode share to reduce emissions and address urban congestion

Proposed Scheme Response:

The proposed scheme will provide a sustainable transport link between Cornelscourt and Cherrywood, facilitating both cycling and pedestrian access to current and future education facilities and employment centres and infrastructure along the route. The shift to sustainable modes of transport facilitated by the scheme by means of the provision of the alternative and attractive greenway route will contribute to a reduction of urban congestion along the N11 and Old Bray Road. The scheme is in line with the framework's modal hierarchy and falls within the remit of tier 3 – Improve of the Intervention Hierarchy which involves measures that shift existing transport capacity to more sustainable modes.

4.1.3 National Sustainable Mobility Policy

The National Sustainable Mobility Policy states that the purpose of the document is the following:

"This Policy sets out a strategic framework for sustainable mobility – active travel and public transport - in Ireland to 2030. The primary focus is to cater for daily travel needs in a more

sustainable manner. We intend to achieve this by making sustainable modes the most attractive choice."

The relevant goals contained within the policy document are as follows:

- 1. Improve mobility safety** – ‘Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.’
- 3. Expand availability of sustainable mobility in metropolitan areas** – ‘Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.’
- 5. Encourage people to choose sustainable mobility over the private car** – ‘Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.’
- 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model** – ‘Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.’
- 8. Promote sustainable mobility through research and citizen engagement** – ‘Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.’
- 9. Better integrate land use and transport planning at all levels** – Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.’

Proposed Scheme Response:

The proposed scheme will deliver improved cycling and pedestrian infrastructure. The proposed works will improve cycling and pedestrian safety and promote active travel modes as an attractive and convenient mode of transport. The proposed scheme is designed in line with the hierarchy of road users’ model by prioritising the safety of people walking and cycling.

4.1.4 National Cycle Network Plan

The National Cycle Network Plan was published on 10 January 2024. The policy document outlines Ireland’s national plan to develop a cycling network of approximately 3,500km that will link over 200 settlements and 2.8 million people national. The network will also link to transport hubs, centres of education, employment and leisure. The network will facilitate increased cycling and walking amongst leisure users, tourists and commuters alike.

The relevant policies contained with the plan are listed below:

- 1.1 Increase the number of cycle trips by improving the provision of safe and attractive cycle infrastructure.
- 1.2 Enhance and protect local environments and biodiversity (e.g., pollinator plans, green corridors).
- 2.1 Connect to strategic destinations outside of urban areas as appropriate (including centres of education, centres of employment, and leisure destinations)
- 2.2 Support the development of cycling and walking culture in Ireland.

3.3 Integrate with existing and proposed cycle infrastructure (including greenways, safe routes to schools, the EuroVelo network, Interreg projects), as appropriate.

4.1 Encourage use of off-road infrastructure, where appropriate.

4.2 Where efficient and effective, encourage routes that use 'quiet', low traffic volume roads.

4.3 Promote the design of cycle infrastructure that is fully accessible to all users, regardless of age or ability.

Proposed Scheme Response:

The proposed scheme is supported by the National Cycle Network plan in the following ways. It will deliver safer cycling infrastructure and public realm improvements thereby promoting cycling as an attractive mode of transport. The proposed scheme will utilise off road infrastructure such as cycle tracks and use low traffic streets where appropriate to deliver safe infrastructure that is accessible to all potential users. The proposed landscaping will promote biodiversity. The proposed route will connect numerous suburban neighbourhoods with destinations such as educational institutions, major employment centres, community infrastructure and leisure destinations. The proposed scheme will connect to existing and proposed greenways and safe routes to schools.

4.1.5 Road Safety Strategy 2021 – 2030

The Road Safety Strategy 2021 – 2030 (RSA 2021) works towards achieving 'Vision Zero' which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The strategy *'involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.'*

The Strategy acknowledges that *'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.'* A key action of Phase 1 of the strategy, during the 2021 – 2025 period is to *'construct 1,000km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages'*.

Proposed Scheme Response

The proposed scheme will improve protection for cyclists and pedestrians. The proposed scheme will deliver safer cycling and pedestrian infrastructure including segregated cycle tracks and safer pedestrian crossings at junctions.

4.1.6 Climate Action Plan 2023

The Climate Action Plan 2023 (CAP23) is the second annual update to Ireland's Climate Action Plan 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in 2022, of economy-wide carbon budgets and sectoral emissions ceilings. The plan was launched on 21 December 2022.

The plan includes the following objectives in relation to the reduction of emissions:

- Buildings (Residential) – 40%
- Electricity – 75%

- Transport – 50%
- Other (includes Land Use, Land Use Change and Forestry) – 50%

Proposed Scheme Response

The proposed scheme will improve cycling and pedestrian infrastructure promoting a modal shift from the car to low carbon transport. The proposed cycling and pedestrian upgrade works will connect residential neighbourhoods with childcare services providers, educational institutions, employment centres and leisure facilities.

4.1.7 Climate Action Plans 2024 and 2025

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland's Climate Action Plan. The Plan was approved by Government on 20 December 2023, subject to Strategic Environmental Assessment and Appropriate Assessment.

The Climate Action Plan 2025 is the roadmap to deliver on Ireland's climate ambition. It takes account of the legally binding economy-wide carbon budgets and sectoral ceilings that were agreed in 2022. The plan reiterates the targets set out under the Climate Action and Low Carbon Development (Amendment) Act 2021 which seeks a reduction of 51% on GHG emissions by 2030 compared to 2018 levels and to achieve climate neutrality by 2050. The Plan should be read in conjunction with the Climate Action Plan 2024.

In addition, the 2025 plan considers the recommendations of the Climate Change Advisory Council which particularly note the need to shift away from car dependency through the consideration of land use and housing policy. It also considers the need to colocation or proximity with transport.

Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to provide sustainable transport options that will support the key actions set out in the Climate Action Plans 2024 and 2025. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift.

4.2 Regional Policy

4.2.1 Regional Spatial and Economic Strategy (RSES) 2019-2031

The RSES provides policy responses in the form of Regional Policy Objectives (RPOs) in response to regional assets, opportunities and pressures. This contributes to a spatial strategy with the intention of managing future growth and creating healthy and attractive places to live and work. It is required under the Planning and Development Act 2000 (as amended) to address Transport and Sustainable development amongst other themes.

The RSES additionally provides a Dublin Metropolitan Area Strategic Plan (MASP) to ensure a *supply of strategic development for sustainable growth*. Integrated land use and transportation is identified as a goal of the MASP and the facilitation of a modal shift to more sustainable transport options, including walking and cycling along with the development of a metropolitan greenway network are proposed as methods to achieve this goal. A Climate Action Strategy to *accelerate action and ensure a clean and healthy environment, sustainable transport and green infrastructure* is also provided.

RPOs relevant to the proposed scheme are:

RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists. (MASP)

RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan. (MASP)

RPO 8.1: The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.

RPO 9.10: In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'

Additionally stated in the strategy are the following relevant **walking and cycling objectives guiding investment** in the EMRA:

- Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors
- Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects
- Enhance pedestrian facilities in all urban areas in the Region; and
- Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna.

Proposed Scheme Response:

The proposed scheme facilitates sustainable transport within the Dublin Metropolitan Area and aligns with regional policy objectives contained within the MASP and relating to both Connectivity and Quality of Life. The proposed greenway will increase the share of active travel modes, reducing reliance on private vehicles, and additionally connect Cornelscourt Village and Cabinteely Park with two other bicycle infrastructure networks leading into the Cherrywood SDZ.

4.2.2 Transport Strategy for the Greater Dublin Area 2022-2042

The NTA's Transport Strategy for the Greater Dublin Area provides a framework for the planning and delivery of transport infrastructure and services in the greater Dublin area over the period of 2022-2042. It replaces the previous framework of the Transport Strategy for the Greater Dublin Area 2016-2035. The overall aim of the strategy is: *"To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy."* While the three priorities stated by the NTA in their Statement of Strategy 2018-2022 are:

Priority 1. Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes.

Priority 2. Promote the use of more sustainable modes of transport.

Priority 3. Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.

Measures within the strategy relevant to the proposed scheme are outlined below:

- **Measure WALK2 – Improved Footpaths:** The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.
- **Measure WALK6 – Crossing Points:** The NTA, with the cooperation of the local authorities, will install additional pedestrian crossing points where requirements are identified.
- **Measure CYC1 – GDA Cycle Network:** It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.
- **Measure CYC2 – Cycle Infrastructure Design:** It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.

Proposed Scheme Response:

The scheme will deliver sustainable transport infrastructure inclusive of both shared, cycle and pedestrian paths. It will provide connectivity between employment and residential areas, particularly that of the Cherrywood SDZ which is currently under development. Lighting and design standards will be adhered to while additional pedestrian crossings at the Cornelscourt Junction, Glen Lawn Drive, Glen Drive and on the Brennanstown Avenue are included in the scheme.

4.2.3 Greater Dublin Area Cycle Network Plan

In January 2023, the National Transport Authority (NTA) published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA). This is a regional level plan.

The Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary Radial, Primary Orbital, Secondary and Greenway – Utility level;
- The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports; and
- The Greenway – Leisure that are cycle routes developed predominately for tourist, recreational and leisure purposes.



Figure 40: GDA Cycle Network Plan 2022 - Dublin South-East (Source: NTA)

Proposed Scheme Response:

The Cabinteely Greenway scheme is a walking and cycling improvement scheme, which would connect residential areas to facilities, employment and open space through a safe, accessible and attractive greenway route. The scheme is informed by the Greater Dublin Area Cycle Network Plan and will deliver a greenway route that will deliver a part of the GDACN that is designated 'Greenway – Utility' and 'Greenway – Leisure'. A small portion of the route on the western end of the proposed scheme along the Cornelscourt Hill Road and the portion traversing the Brennanstown Road are designated as Secondary Routes.

4.3 Local Policy

4.3.1 Dún Laoghaire-Rathdown County Development Plan 2022 to 2028

The current Statutory Development Plan for the project area is the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP) which came into effect from 21st April 2022. Chapter 5 of the CDP covers the topic of Transport and Mobility.

The following four no. policies are of relevance to the proposed scheme:

➤ **Policy Objective T11 Walking and Cycling**

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES).

➤ **Policy Objective T12 Footways and Pedestrian Routes:**

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES).

➤ **Policy Objective T13 County Cycle Network:**

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and

implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).

➤ **Policy Objective T31 Accessibility**

It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES).

The following Strategic Local Objective of the Council is relevant to the scheme:

➤ **Strategic Local Objective (SLO) 68**

To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh.

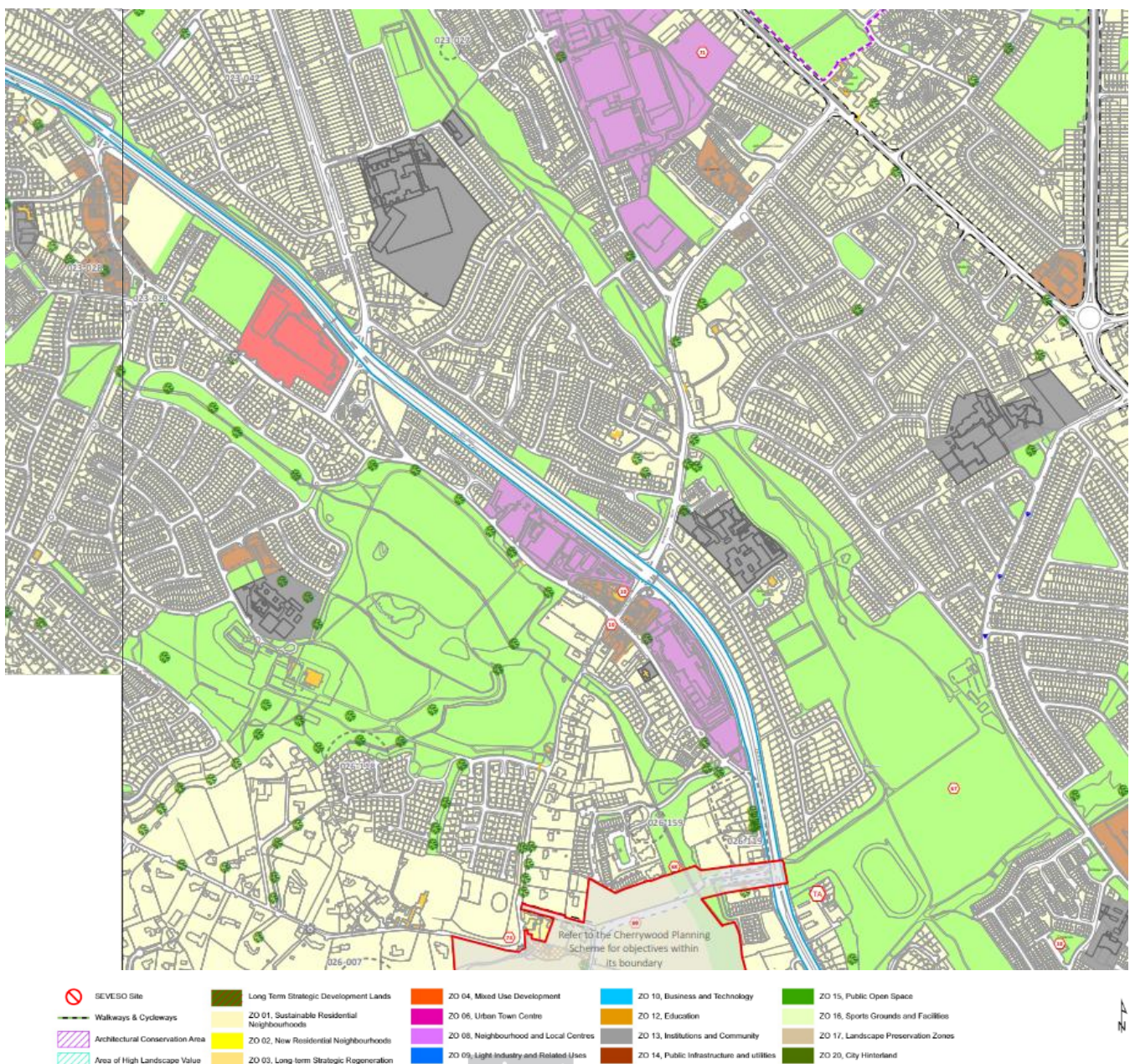


Figure 41: Land Use Zoning along subject route under Dún Laoghaire-Rathdown County Development Plan 2022-2028, Extract from Zoning Maps 6 and 7 (Source: DLRCC)

Proposed Scheme Response

The proposed scheme is supported by the transport policies of the CDP. The proposed scheme will deliver a high-quality cycling and walking route. Proposed works will link up existing parks with residential neighbourhoods and will deliver cycling and walking infrastructure which is aligned to the County Cycle Network Plan and the NTA's Greater Dublin Area Cycle Network Plan. The route follows an alignment along lands zoned open space with connections to the street network on existing roadways.

4.3.2 DLRCC Active School Travel Initiative

Dún Laoghaire-Rathdown County Council's active School Travel initiative, launched in 2020, aims to connect quiet residential streets with existing safe walking and cycling infrastructure to create a coherent network of routes. This has been developed with the intention of encouraging increased walking and cycling to school. Some physical interventions are proposed, such as alterations of traffic movements, protected cycle paths and junction changes, but many interventions are proposed to be in the form of signage and wayfinding markings.



Figure 42: Active School Travel graphic (Source: DLRCC)

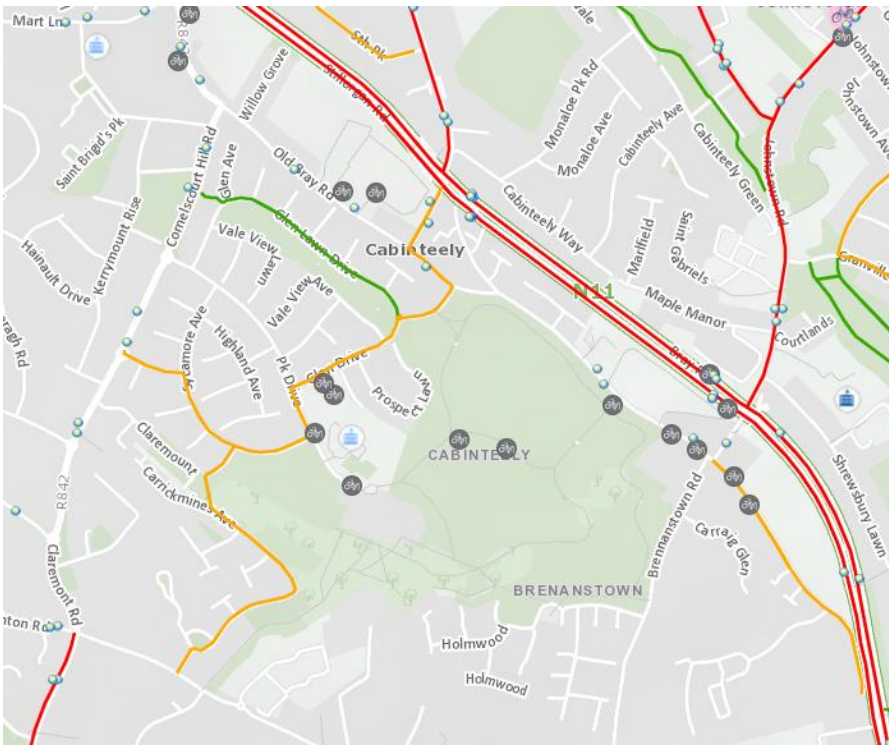


Figure 43: Active School Travel routes (Source: DLR)

Proposed Scheme Response

The proposed scheme contributes to the aim of DLRCC's Active School travel Initiative. Its route integrates with sections of that laid out by DLRCC. The route will link St. Brigid's School in Cabinteely Park directly to several residential areas and to the village of Cornelscourt. Additionally, infrastructure along the routes to several other schools will be improved by the Cabinteely Greenway.

4.3.3 DLRCC Climate Change Action Plan 2019-2024

Dún Laoghaire-Rathdown County Council has published the third Annual Progress Report of its Climate Change Action Plan (CCAP) 2019-2024. It was prepared by CODEMA, the Dublin energy agency. One of the key targets of the plan is a 40% reduction in Greenhouse Gas emissions. Transport is one of the five key action areas. This key action area includes 'Supporting sustainable travel', and 'Development of cycle routes and accessible footways'.

Proposed Scheme Response

The proposed scheme is supported by the Climate Change Action Plan. The proposed scheme consists of the development of a cycling and walking route connecting the county from Cornelscourt Hill Road to Brennanstown Square. The proposed scheme will promote low carbon active travel and recreational journeys.

4.3.4 DLRCC Climate Change Action Plan 2024-2029

The Climate Action Plan 2024-2029 sets out the actions that will be taken by the Council to prepare the County and people for the known impacts of climate change – flooding, sea level rise, extreme weather events and, drought. The draft Climate Action Plan has been developed and prepared in accordance with the Local Authority Climate Action Plan Guidelines.

The key objectives for transport include the following:

- Promote active travel in the county for people of all ages and abilities.
- Embed low carbon transport modes, road safety and accessibility in our communities.

Proposed Scheme Response

The proposed scheme is supported by the Climate Change Action Plan. The proposal will promote active travel for people of all ages by connecting residential neighbourhoods to a high-quality recreational destination in Cabinteely Park and will provide a safe route to the St. Brigid's school. The proposed works includes upgraded pedestrian crossings and bus stops.

4.3.5 DLRCC County Biodiversity Action Plan 2021 -2025

The plan recognises that the urban environment poses a challenge to biodiversity and that in order to improve the landscape's resilience to climate change the provision of natural solutions to reduce carbon and manage flood risk, and to sustain vital ecosystems, such clean water and clean air will be necessary. Forwarded within the plan is the aim of 'reconnection' which implies the reconnection of people with nature. Proposed actions include the development of best practice guidelines for Greenway Developments (**Action 2.9**) and the development of guidelines managing artificial lighting (**Action 2.11**) which are applicable to the proposed development.

Proposed Scheme Response:

The greenway is located within the Leopardstown to N11 Ecological Corridor and travels through a Locally Important Biodiversity Site. It will be developed with respect to the guidelines as included within the DLR County Biodiversity Action Plan along with all other required environmental assessments. Additionally, the aim of reconnecting people with nature will be fulfilled through the greenway's route through Cabinteely Park and surrounds.

4.4 Planning Permissions

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. There are 13 applications that directly interact with the development here under review, six of these have been derived from DLRCC's Planning Application Database, four from An Bord Pleanála's (ABPs) planning application portal and three from other sources. Nine of these applications are residential in nature, and of these, six have been granted planning permission.

The Proposed Cherrywood Natural Greenspace Green Route from Bride's Glen to Brennanstown was registered and approved as a Part 8 by DLRCC in 2022. The determination of this project's EIA Screening Report was that the project did not meet the thresholds for which the preparation of an EIAR is a mandatory requirement and recommended DLRCC to determine that the project did not have the potential to have likely significant effects on the environment.



Figure 44: Section of Cherrywood Green Route linking to the proposed development (Source: DLR)

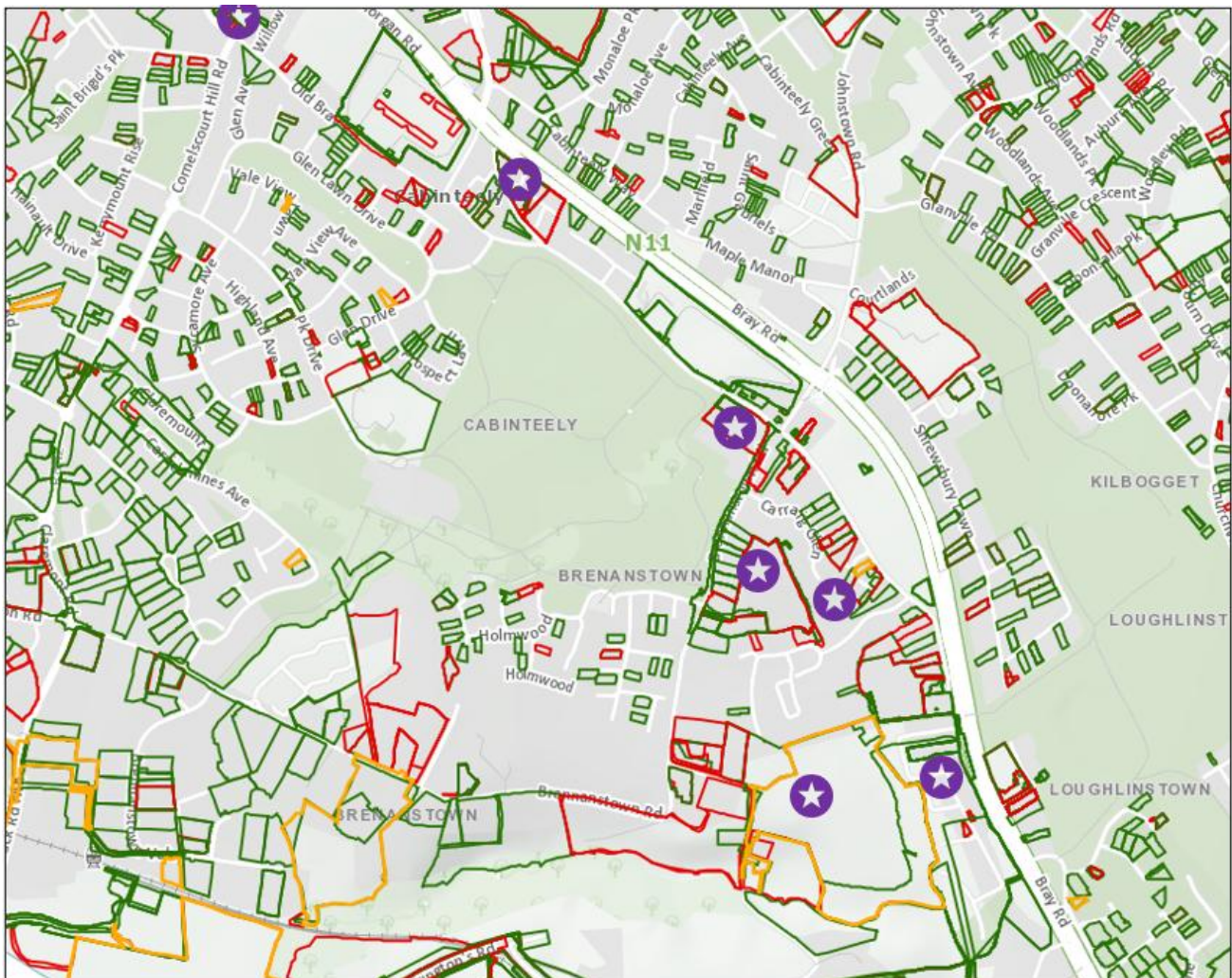


Figure 45: Relevant Planning applications granted permission in the context of subject site (Source: DLR and MDB)

Four other relevant applications in the area have been identified of which two are transport infrastructure projects under development. A project on the N11 Druid's Glen Road has recently been completed. This ties in to Section D of the proposed greenway and provides 360m of new road, access points from this new road to future development lands and a bridge spanning the Cabinteely Stream. This was constructed under DLR reg.ref. DZ24A/0621/WEB as included in planning permission for the N11 Druid's Glen Road (P* to P3) Phase 2 granted under reg.ref. D15A/0385 (as amended by DZ19A/0622) and was not subject to EIAR (see Table 16). Construction is complete and this road is now open.

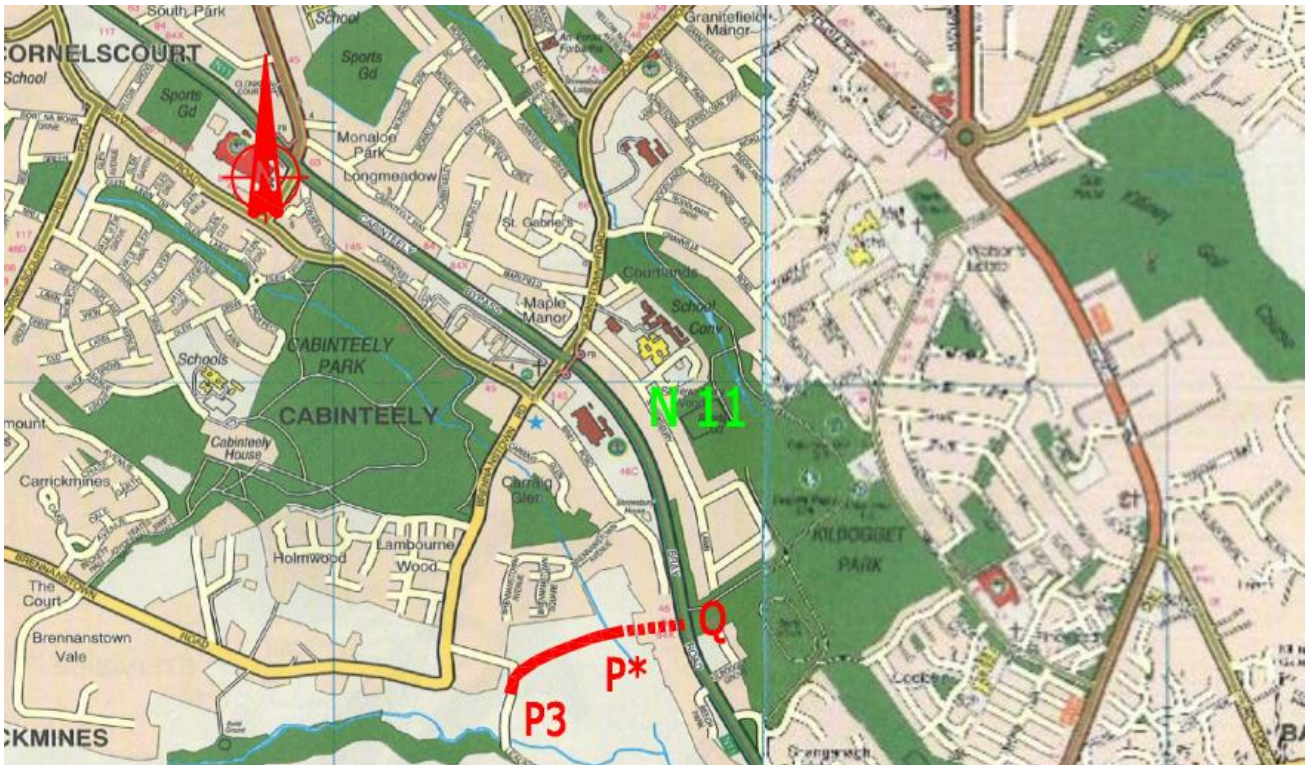


Figure 46: Druid's Glen Road Location Map (Source: DLR)

As a part of the BusConnects scheme the L26 local route from Kilternan to Blackrock runs along the Cornelscourt Hill Road, linking to the Clonkeen Road via a segment of the Old Bray Road and the L27 runs along the Old Bray Road, intersecting with Section C of the proposed greenway (see Figure 47). The proposed Bray to City Centre Core Bus Corridor (ABP.Reg.Ref.31774; see E1 in Figure 48 below) is planned to run along the N11, crossing the intersection with Clonkeen Road. At this intersection, the four-arm signal-controlled junction will be modified to include improved pedestrian, cycle and bus infrastructure.⁶ The central reserve will additionally be reconfigured to facilitate a new cyclist/pedestrian crossing.⁷ The connection to the extent of the proposed greenway at the north-west of the Clonkeen Road where it meets the N11 will be improved. This scheme was subject to EIAR and decision on the planning application requires further consideration.



Figure 47: Point of intersection between proposed greenway and Bray to City Centre Core Bus Corridor (Source: BusConnects)

⁶ <https://brayscheme.ie/wp-content/uploads/sites/11/2023/07/TIA-Sub-Appendix-2-Junction-Design-Report.pdf>

⁷ <https://busconnects.ie/wp-content/uploads/2022/03/13-busconnects-cbc-bray-to-city-centre-200519-fa-web.pdf>

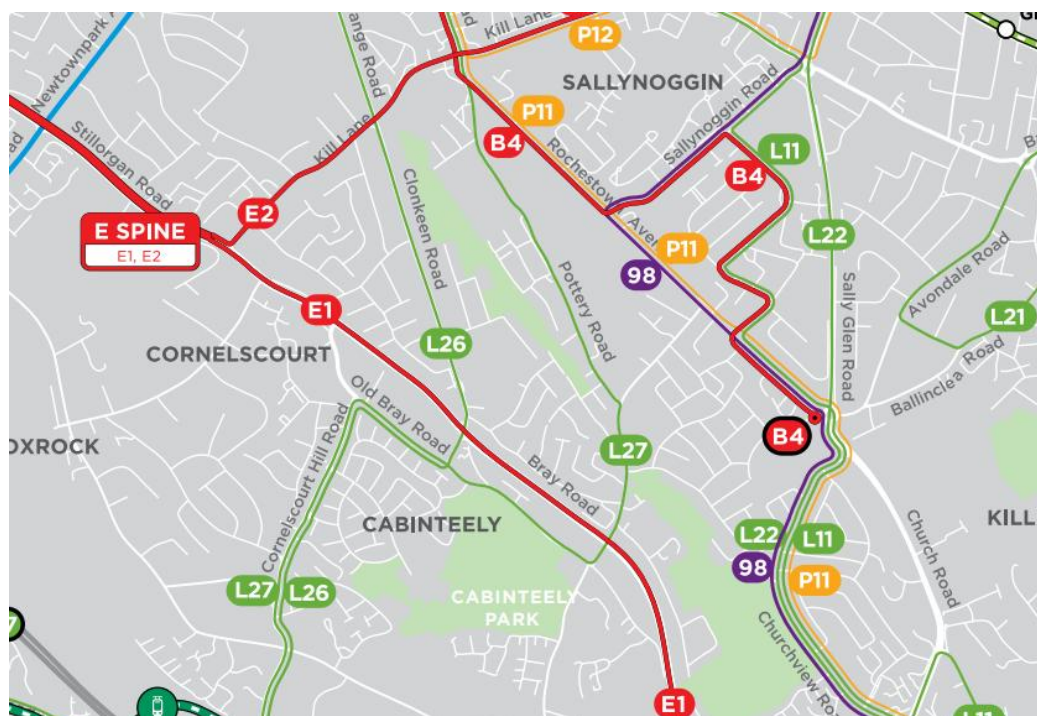


Figure 48: Dún Laoghaire BusConnects Area Map (Source: BusConnects)

The Part 8 development of sports and community facilities and the Gate Lodge at the Bray Road Entrance to Cabinteely Park (PC/PKS/02/24)⁸ for which public consultation was open from August to September 2024 was agreed at the November 2024 Dún Laoghaire Rathdown County Council Meeting. This will consist of the development of a single storey changing pavilion of c. 50 sqm, the restoration of the gate lodge, and a general upgrade of the entrance to include paving, planting, seating, bike stands, drainage and all ancillary works Dún Laoghaire - Rathdown County Council has submitted a Section 175 application to An Bord Pleanála for the proposed development titled "Flood Relief Scheme for the Carrickmines and Shanganagh Rivers" Case reference: JA06D.321937. Case is due to be decided by 18/08/2025. (see Figure 49 below).

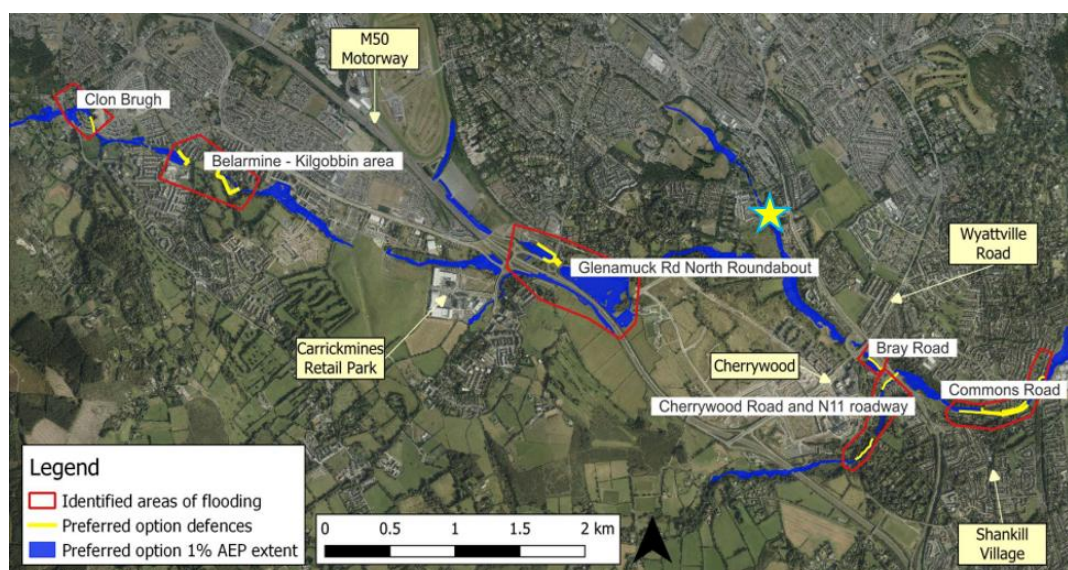


Figure 49: Carrickmines – Shanganagh Flood Relief Scheme with south-eastern extent of proposed development indicated (source: DLRCC)

⁸ <https://dlrcoco.citizenspace.com/parks/proposed-development-at-cabinteely-park/>

4.4.1 DLRCC and ABP Planning Applications

Table 10: Planning permission ABP.ref.312132 (Source: ABP)

Plan Ref	ABP-312132-21
Location	Old Bray Road, Cornelscourt, Dublin 18
Reg Date	07/12/2021
Applicant	Cornel Living Limited
Proposal	Permission for a strategic housing development consisting of: Construction of 419 no. Build to Rent (BTR) residential units comprising: 412 no. apartment units, consisting of 294 no. one-bed apartments, 111 no. two-bed apartments, and 7 no. three-bed apartment units, arranged in 5 no. Blocks (Buildings A to E) which range in height from 4 no. storeys to 12 no. storeys over a basement/podium level. 7 no. three-bed, two storey, terraced houses.
Decision	GRANT PERMISSION w. conditions
Decision Date	13/04/2022
EIA Screening Report/EIA	This application was subject to an EIA procedure and permission for development was granted on the basis of carrying out the proposed mitigation measures in full along with the provision of an invasive species management plan.



Figure 50: SHD ABP31213221 on the Old Bray Road (Source: Henry J Lyons Architects)

Table 11: Planning permission Reg.Ref.D18A/0402 (Source: DLRCC)

Plan Ref	D18A/0402
Location	Killart, Clonkeen Road, off the Old Bray Road & bounded by the N11 to the North, Cornelscourt, Dublin 18
Reg Date	02/05/2018
Applicant	Kingscroft Developments Ltd

Proposal	Permission for modifications to approved Planning Permission Reg. Ref. D15A/0395 (scheme of 19 Residential dwellings). Modifications to House Type E consisting of re-configuration of return to rear of ground floor (with no change in garden size), extension of ground floor to front of house (approx. 3.7 sqm), extension of 1st floor to rear to match ground floor (approx. 3.6 sqm). Minor changes to floor levels to ensure all 4 houses are at the same level.
Decision	GRANT PERMISSION
Decision Date	21/06/2018
EIA Screening Report/EIA	It was considered that no real likelihood of significant effects on the environment would arise from the proposed development. The need for environmental impact assessment was excluded at preliminary examination and a screening determination was not required.



Figure 51: Residential development D18A/0402 on the Clonkeen Road (Source: Carew Kelly Architects)

Table 12: Planning permission Reg.Ref.D18A/0763 (Source: DLRCC)

Plan Ref	D18A/0763
Location	0.55 hectare site on the western side of the junction of Old Bray Road and Brennanstown Road, Cabinteely Village, Dublin 18
Reg Date	29/04/2019
Applicant	Brennanstown Co-Ownership
Proposal	Permission for construction of a 34 no. unit residential development comprising a terrace of 10 no. three storey three bedroom houses (ranging from 124.58 to 125.17 sqm) with 2 no. surface car parking spaces each; 13 no. two bedroom apartments (ranging from 71.7 to 120 sqm) and 11 no. duplex apartments (1 no. two bedroom [88 sqm] and 10 no. three bedroom [ranging from 121 to 146.7 sqm]) in 2 no. blocks - a three storey block along the Old Bray Road frontage and a two/three storey block along ...
Decision	GRANT PERMISSION
Appeal Decision Date	11/11/2019

EIA Screening Report/EIA	The need for environmental impact assessment was excluded at preliminary examination and a screening determination not required.
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Figure 52: Residential development D18A/0763 at Brennanstown and old Bray Road junction (Source: McCullough Mulvin Architects)

Table 13: Planning permission ABP.Reg.Ref.305859 (Source: ABP)

Planning Reference	ABP -305859-19 (EoD lodged on 02 Apr 2025 under ABP30585919/E)
Applicant	Atlas GP Limited
Location	Former Doyles Nurseries and Garden Centre and Benoni, Brennanstown Road, Cabinteely, Dublin 18
Description	The development will consist of 234 no. apartments, crèche and associated site works.
Decision Date	25/06/2020
Decision	Grant Permission with Conditions
EIA Screening Report/EIA	Classified as sub-threshold and concluded on preliminary examination that there is no real likelihood of significant effect on the environment. The need for EIA was precluded and screening determination not required.



Figure 53: Residential development at the former Doyle's Nurseries (Source: Plus Architecture)

Table 14: Planning permission ABP.Reg.Ref.303675 (Source: ABP)

Plan Ref	ABP -303675-19 (DLRCC Ref. D18A/0551)
Applicant	Castlethorn Management Services UC
Location	Site (c.1.46ha) at Ards, Cartref and lands to the rear of Foxley, Old Bray Road, Dublin 18
Description	The development will consist of 72 dwellings.
Decision Date	04/07/2019
Decision	Grant Permission with Conditions
EIA Screening Report/EIA	Based on the nature and scale of the development and built-up urban location of the site the need for environmental impact assessment was excluded at preliminary examination and a screening determination was not required.



Figure 54: Residential Development at Ards, Cartref (Source: DLRCC Planning File)

Table 15: Planning permission Reg.Ref.DZ20A/0491 (Source: DLRCC)

Plan Ref	DZ20A/0491 (EoD lodged on 02 Apr 2025)
Location	Site of c. 5.295 hectares, located at Beech Park (also known as Beechpark), Bray Road, Cabinteely, Dublin 18/Loughlinstown, County Dublin
Registered Date	23/09/2020
Applicant	O'Flynn Construction (Cabinteely) Limited
Proposal	Permission for development to amend part of a permitted residential scheme (DZ20A/0073), which itself amends the parent permission (Dún Laoghaire-Rathdown County Council Reg. Ref. D15A/0385 (An Bord Pleanála Ref. ABP-300194-17). The site includes some 0.77 hectares forming part of the Cherrywood Strategic Development Zone Planning Scheme. (For identification purposes, the Application site comprised the lands of 10 No. houses (now demolished under Permission Reg. Ref. D15A/0385)
Decision	GRANT PERMISSION
Decision Date	19/10/2020
EIA Screening Report/EIA	Parent permission: D15A/0385 not subject to EIAR.

Table 16: Planning permission Reg.Ref. DZ24A/0621/WEB (Source: DL RCC)

Plan Ref	DZ24A/0621/WEB
Location	Lands within the Townland of Brennanstown, Brennanstown, Dublin 18
Reg Date	12/08/2024
Applicant	Manciano Limited

Proposal	We, Manciano Limited, intend to apply for planning permission for development consisting of amendments to the development permitted under Reg. Ref.: DZ19A/0863, as extended under Reg. Ref.: DZ19A/0863/E, on lands within the townland of Brennanstown, Dublin 18. The application site is bound by Brennanstown Square to the north, Lehaunstown Lane to the west, Carrickmines Stream (partly) to the south, Cabinteely Stream (partly) and Beech Park to the east. The lands are located in the Cherrywood Scheme area and forms part of the Development Area 5 (known as Druid's Glen). The proposed amendments, which relate to the Phase 01 area of the permitted development, consist of the following: • Provision of an additional 3 no. 2 storey, 3 bed terraced houses (House Type B1) and associated reconfiguration of the permitted surface parking area (including a reduction from 16 no. to 14 no. spaces); • Replacement of 4 no. 2 storey, 4 bed semi-detached houses and 1 no. 2 storey, 4 bed detached house, with 6 no. 4 bed terraced houses (new house types A1 & A2). This results in 1 no. additional house; • Reconfiguration of Block A, a 3 no. storey duplex building, to provide for 8 no. 3 bed duplex units, in place of 4 no. 3 bed and 4 no. 2 bed duplex units, and associated external alterations to fenestration and balconies; • All associated development, including car parking changes, cycle and bin storage, landscaping and site development works. The permitted development (under Reg. Ref.: DZ19A/0863, as extended under Reg. Ref.: DZ19A/0863/E) provides 342 no. residential units and the proposed amendments would result in an increase to 346 no. residential units.
Application Date	17 Dec 2024
Decision Due Date	Granted 22 Jan 2025
EIA Screening Report/EIA	Screening report determined that, having regard to the nature, scale and location of the subject site, there is no real likelihood of significant effects on the environment arising from the proposed amendment, and an Environmental Impact Assessment (EIA) and the preparation of an Environmental Impact Assessment Report (EIAR) is not required.



Figure 56: Residential development DZ24A/0621/WEB (Source: O'Mahony Pike Architects)

Table 17: Planning permission Reg.Ref. DZ24A/0017

Plan Ref	DZ24A/0017
Location	Townlands of Laughanstown and Cherrywood, Macnebury - Development Area 7 - Cherrywood, Dublin 18
Reg Date	16 May 2024
Applicant	LSREF V Eden M1 Limited
Proposal	The site of the development proposed is generally bound by Bishop Street to the north, Cherrywood Avenue to the east, the M50 to the west and development permitted under Reg. Ref. DZ22A/1021 and the Wyattville Link Road to the south. The development proposed consists of a residential development consisting of 200 no. residential apartment units (total c. 27,308 sqm GFA) accommodated in 3no. blocks, ranging in height from 4-5 storeys on a net development area of approximately 0.89 ha. The overall development proposed comprises of the following: • 200 no. apartment units in 3no. blocks comprising: - o Block A1 – 68no. units (12no. 1-bed, 41no. 2-bed and 15no. 3-bed) - o Block A2 – 54no. units (14no. 1-bed, 39no. 2-bed and 1no. 3-bed) - o Block A3 – 78no. units (14no. 1-bed, 49no. 2-bed and 15no. 3-bed) • Provision of 241no. car parking spaces allocated to the proposed development. The lower ground floor accommodates 139 no. car parking spaces and 102 no. spaces are accommodated at basement level. 10 no. of these spaces are accessible and 48 no. are for Electric Vehicles. • Provision of 264 no. bicycle parking spaces, of which 220 no. are long stay and 44 no. are short stay and 10 no. motorcycle parking spaces are provided. • The provision of c. 1,645 sqm of courtyard gardens of which c.1,456 sqm is private communal amenity space; • Vehicular Access serving the proposed development is via Cherrywood Avenue; • all associated and ancillary site development and infrastructural works, including the provision of bike stores and bin stores, ESB sub-stations / switch room, public lighting, private amenity space, hard and soft landscaping and boundary treatment works. The proposed development also consists of minor revisions to the Phase 1 development permitted under Reg. Ref. DZ22A/1021 comprising of landscaping amendments to civic park, relocation of the foul water outfall from Bishop Street to Cherrywood Avenue together with all ancillary works, minor relocation of attenuation tanks located in the civic park and relocation of car share spaces (5no.) from surface level within the permitted Phase 1 development to the basement of the proposed Phase 2A development.
Decision Due Date	Granted 11 Jun 2024

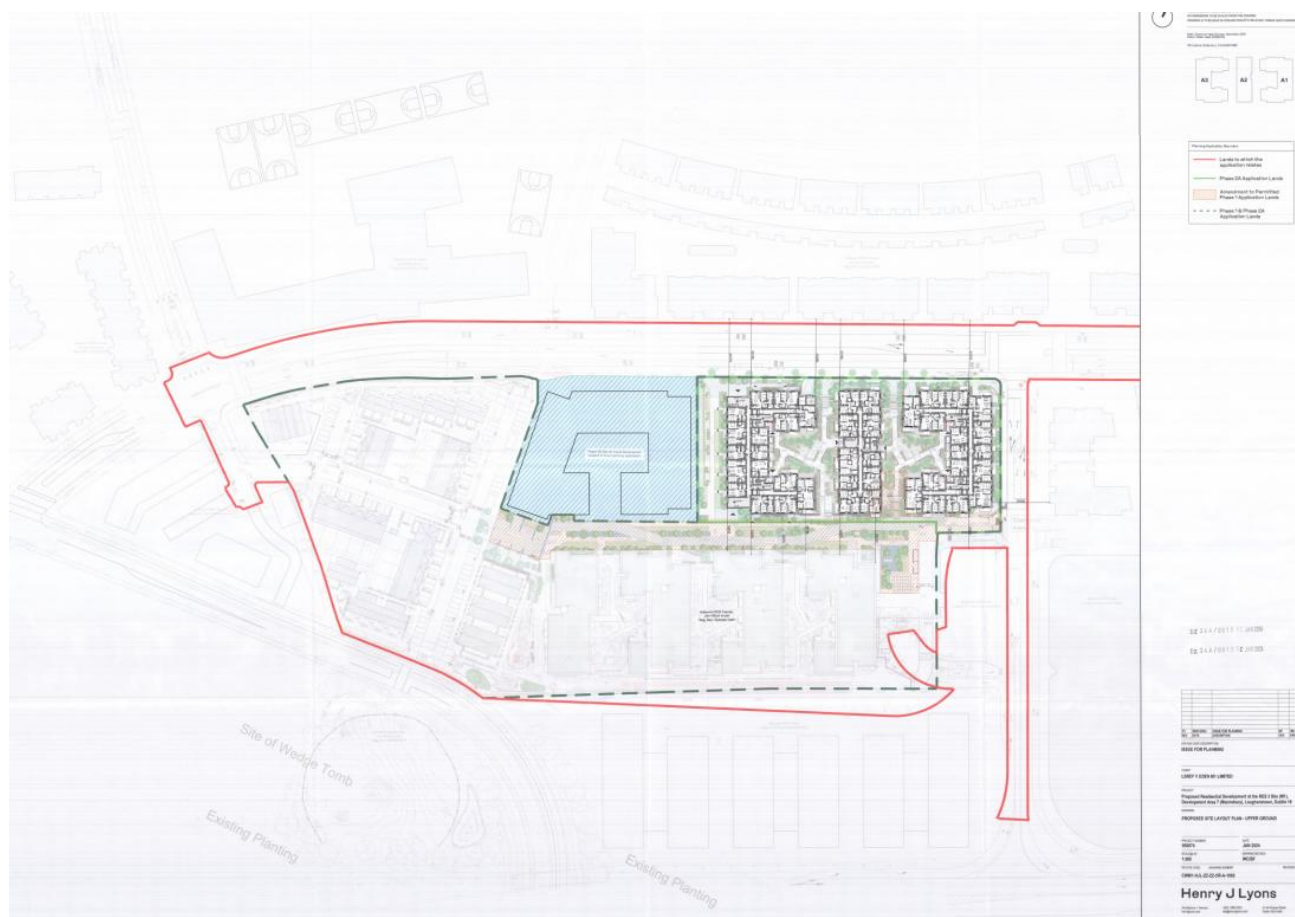


Figure 57: Residential development DZ24A/0017 DZ24A/0017 (Source: Henry J Lyons)

Table 18: Planning permission Reg.Ref. DZ25A/0325/WEB

Plan Ref	DZ25A/0325/WEB
Location	In the Townlands of Laughanstown and Cherrywood, Cherrywood, Dublin 18
Reg Date	22 Apr 2025
Applicant	LSREF V Eden M1 Limited
Proposal	LSREF V Eden M1 Limited Intend to Apply for Permission on this site In the Townlands of Laughanstown and Cherrywood, in Cherrywood, Dublin 18. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the proposed development is located in the Cherrywood Planning Scheme area and forms part of Development Area 7 – Macnebury. The site of the development proposed is generally bound by Bishop Street to the north, Cherrywood Avenue and permitted development under Reg. Ref. DZ24A/0017 to the east, the M50 to the west and development permitted under Reg. Ref. DZ22A/1021 and the Wyattville Link Road to the south. The development proposed consists of a residential development consisting of 121no. residential apartment units (total c. 11,291sqm GFA) accommodated in 2no. blocks, ranging in height from 3 – 5 storeys. The overall development proposed comprises of the following: 121no. apartment units in 2no. blocks comprising: - o Block A4 – 75no. units (11no. 1-bed, 50no. 2-bed and 14no. 3-bed) - o Block A5 – 46no. units (11no. 1-bed, 27no. 2-bed and 8no. 3-bed) Provision of 99no. car parking spaces allocated to the proposed development. 98no. car parking spaces are provided at podium level with 1no. space provided at surface level. 4no. of these are accessible spaces and 20no. spaces are for Electric Vehicles; Provision of 159no. bicycle parking spaces, of which 133no. are long stay and 26no. are short stay. 4no. motorcycle parking spaces are also provided; The provision of c. 835sqm of courtyard gardens; Vehicular access serving the proposed development is via Cherrywood Avenue to the internal road arrangement permitted under Reg. Ref.

5. PRELIMINARY EXAMINATION

5.1 Methodology

This section sets out the legislative basis for 'Screening' so as to decide whether or not the greenway project requires the preparation of Environmental Impact Assessment Report (EIAR) as part of an application.

The basis for this assessment is whether the proposed project exceeds mandatory "thresholds" or is considered to have a potential impact on "sub-threshold" criteria set out under legislation. This is assessed with particular regard to the project's nature as an Active Travel Initiative and applicable NTA guidance contained in the Roads Act as well as the Planning Regulations is illustrated in Figure 59 **Error! Reference source not found.** below.

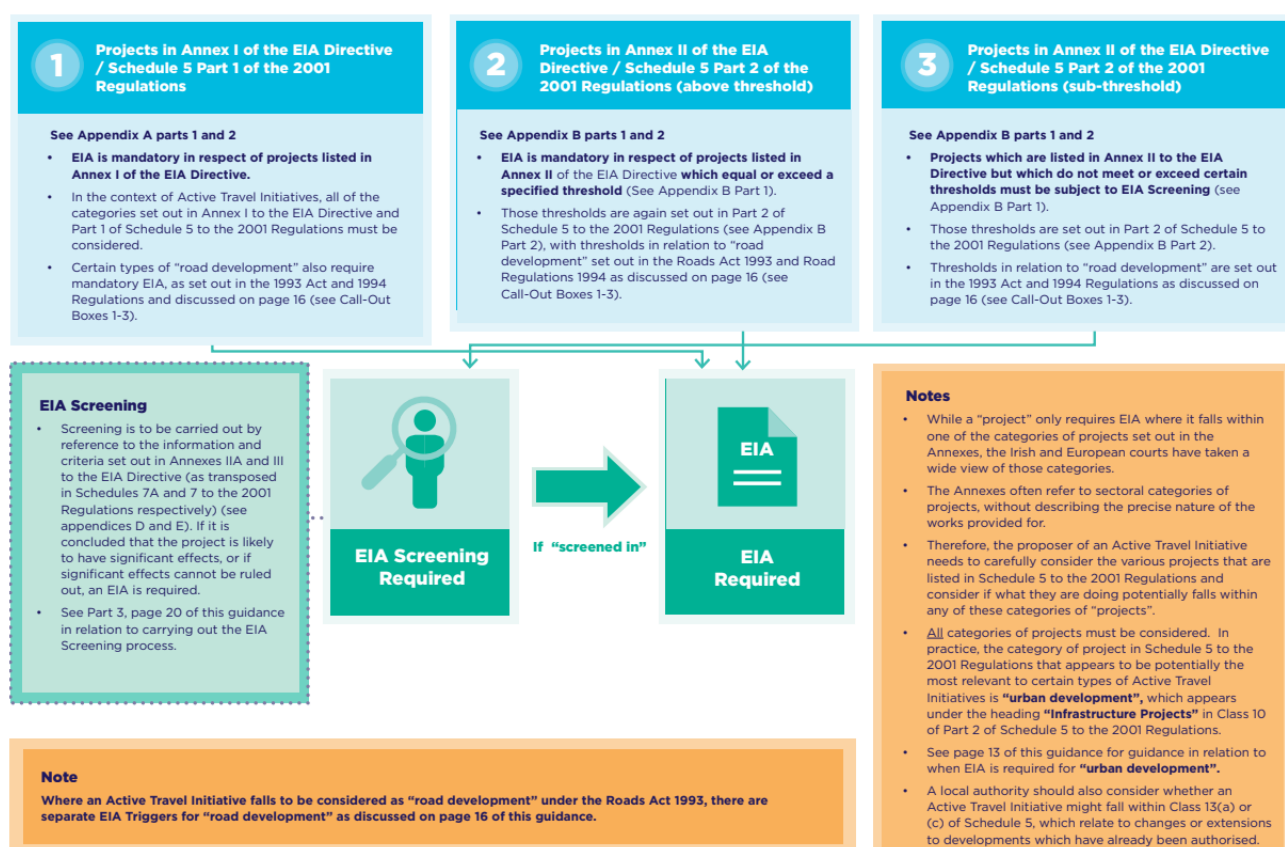


Figure 59: Triggers for EIA and EIA Screening of Active Travel Initiatives (Source: NTA)

5.2 Preliminary Examination in Context of Proposed Development

The Office of the Planning Regulator has issued guidance in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids Planning Authorities as the Competent Authority (CA) in this area. This report has had regard to the OPR guidance and methodology which sets out a 3 Step Process illustrated in Figure 60, Figure 61 and Figure 62.

5.2.1 Step 1: Understanding the Proposal

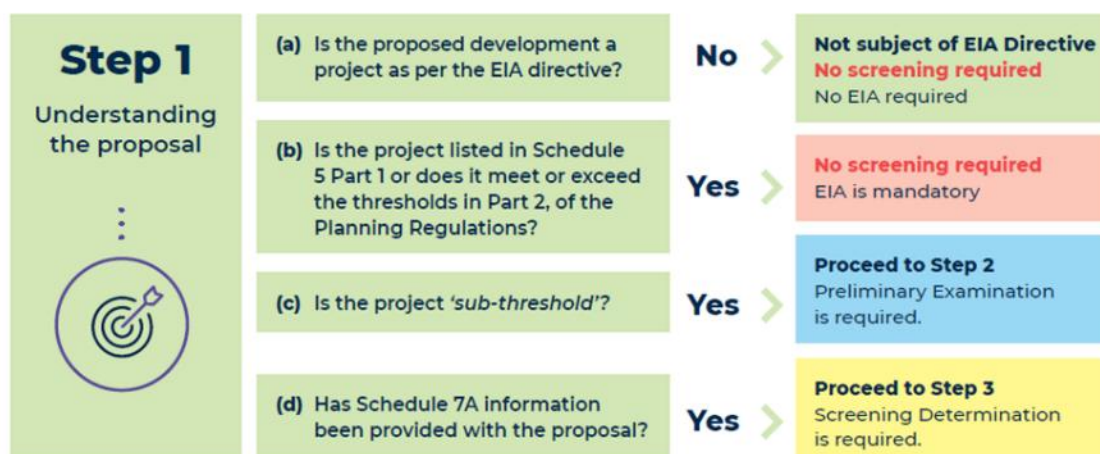


Figure 60: Extract from the OPR Guidance Note (Step 1) (Source: OPR)

5.2.1.1 Project

The proposed application is a 'project' for the purpose of Environmental Impact Assessment (EIA) under Stage 1 stage (a) of the OPR guidance as it involves the *execution of construction works or of other installations schemes*.

5.2.1.2 Mandatory EIAR Threshold Review

A list of the types or classes of development that require EIA or screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended). 'Sub-threshold development' comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

The specific nature of the proposed development is not stated in Part 1 of Schedule 5 of the Regulations. Sub-threshold projects in Schedule 5 Part 2 require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 5 Part 2 provides the following relevant projects/thresholds (see Table 19 below).

Table 19. Mandatory EIAR requirement as per Planning Regulations 2001-2021, Schedule 5 Part 2.

Mandatory	Regulatory Reference	Response
10. Infrastructure projects (b)(i) Construction of more than 500 dwelling units. (ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development. Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.	Planning and Development Regulations 2001-2021, Schedule 5, Part 2	European Commission guidelines suggest that projects with similar characteristics which are not explicitly mentioned in the EIA Directive could include: bus garages, train depots, construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres. 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

(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.)		supply networks, could also be included in this category. Projects for integrated urban transport schemes (e.g. parallel works at different locations to upgrades to bus lanes, tramlines, bus, tram and/or metro stops), could also fall under this project category. There is no direct reference to cycle or pedestrian facility improvements.⁹ Active travel schemes are not included within the European Commission guidelines. The NTA Guidelines suggest that where “works” are taking place, any Active Travel Initiative could constitute ‘urban development’ that may fall under this threshold definition.¹⁰ The area of the project is 8.2 ha (linear alignment) located in <i>other parts of a built-up area</i>. It is noted that the majority of the project is located within parland. Mandatory Threshold Trigger not reached.
(dd) All private roads which would exceed 2000 metres in length.	Planning and Development Regulations 2001-2021, Schedule 5, Part 2	The Directive Includes: (e) Construction of roads, harbours, and port installations, including fishing harbours (projects not included in Annex I). In Case C-142/07, <i>Ecologistas en Acción-CODA</i>, the Court held that the concept of ‘road’ in the EIA Directive does not make any distinction with regard to its applicability as to whether a road is a private or a public one. The length of the route is c. 2.3 km and is off road utilising existing footpaths for a significant portion of the route and therefore does not exceed the 2000 metre length limit. Mandatory Threshold Trigger not reached.

It is noted that Section 50(1)(b) and (c) of the Roads Act, 1993 allow for ABP to direct the road authority to prepare an EIAR where it considers that a proposed road development would be likely to have significant effects

⁹ European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive, pp.50-52

¹⁰ Court of Appeal Judgement, *Flynn & Carvill v Dublin City Council* ([2025] IECA 84) provides guidance this ‘urban development’ threshold does not apply to Temporary or Trial Active Travel Schemes.

on the environment. Table 20 below addresses the categories under the Roads Act, 1993 and Regulations, 2019 considered relevant to the proposed development.

Table 20. Mandatory EIAR requirement as per the Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

Mandatory	Regulatory Reference	Response
(i) Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended ¹¹	The proposed project development is not a Motorway. Mandatory Threshold Trigger not applicable.
(ii) Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended	The project does not provide for the development of a busway. Mandatory Threshold Trigger not applicable.
(iii) Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as amended	The proposed project is not a Service Area. Mandatory Threshold Trigger not applicable.
Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road. 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 The construction of a new bridge or tunnel which would be 100 metres or more in length	Prescribed by Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993). ¹²	The proposed project provides for development to a route of c. 2.3 km in an urban area. The road would not be realigned or widened to provide for four or more lanes. Road improvements including upgrades to signalised junctions and roundabouts The scheme does provide for one new bridge over the Cabinteely Stream, however, this is less than 100 metres in length. The proposed development therefore does not fall under the type of development prescribed. Mandatory Threshold Trigger not reached.

On the basis of NTA guidelines, the project could constitute 'works' and 'urban development' under Schedule 5, Part 2 of the Planning Regulations, 2001-2021. However, **none of the applicable thresholds in either the Planning Regulations or Roads Act above are exceeded.** Accordingly, the project is a **sub-threshold**

¹¹ Adapted into Irish regulation from Annex 1 (7)(a) of the Directive

¹² Adapted into Irish regulation from Annex 1 (7)(b) of the Directive

development and under Step 1(b) of the OPR guidance **a preliminary examination is required** under Step 2¹³.

5.2.2 Step 2: Preliminary Examination & Conclusion

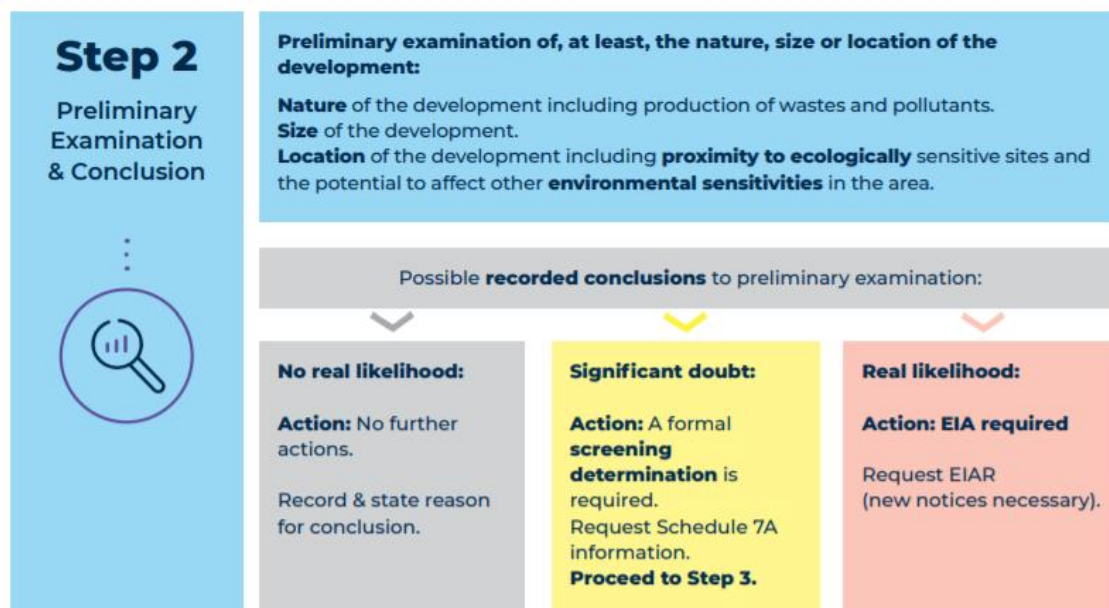


Figure 61: Extract from OPR Guidance Note (Step 2 of Screening Process) (Source: OPR)

5.3 Preliminary Examination Considerations

Preliminary examinations must consider at least the following:

- The nature of the development including the production of wastes and pollutants;
- The size of the development; or
- The location of the development including the potential to impact on certain ecologically sensitive sites and the potential to affect other environmentally sensitive sites in the area.

The OPR guidance states a number of questions to assist the preliminary examination.

5.3.1.1 Nature of the development:

Is the nature of the proposed development exceptional in the context of the existing environment?

The project provides for works within a suburban area of Dún Laoghaire Rathdown comprising residential neighbourhoods, neighbourhood/district centre services and recreational and amenity lands. Section D of the route along the Cabinteely Stream is generally inaccessible and has informal use character. The greenway corridor includes existing roadways, parkland adjoining existing roads where active travel mobility options (particularly bicycle) already utilise the road. The route is designated 'Greenway – Leisure' within the Greater Dublin Area Cycle Network Plan 2022. The project encourages sustainable modes of transport and is unlikely to give rise to an increase in pollutants. The project would likely introduce more intense user activity in existing

¹³ Art 120 (1) (a) of the Planning Regulations provides that; "where the authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development".

suburban estates and park where there is currently no cycling activity. The proposed development is therefore not exceptional in the context of the existing suburban environment.

5.3.1.2 Size of the development:

Is the size of the proposed development exceptional in the context of the existing environment?

The size of the development is not exceptional in the context of the existing environment which, is comprised of suburban residential and recreational open space. The proposed project will change the nature and appearance of the carriageway and route through the parkland. There is potential for the project to minorly alter the landscape of Cabinteely Park as an area by the existing western entrance is proposed to accommodate a biodiversity/rewilding area. The space allocated for car-usage and access to pedestrian footpaths will not be impacted by the greenway, though for certain portions pedestrian and bicycle traffic will utilise the same carriageway. Overall, it is considered that the size of the project is designed to integrate with the existing route corridor.

Are there cumulative considerations having regard to other existing and/or permitted projects?

The project seeks to implement part of the Greater Dublin Area Cycling Network and the proposed route aligns with the planned route of a greenway. The route will connect to Cornelscourt Village to Cabinteely Park and to Cherrywood. The Druids Glen Scheme has commenced, and the proposed greenway will connect the greenway to the Cherrywood area. It will additionally link in with the Cherrywood Greenway Scheme Part 8. A bridge across the Cabinteely Stream has been completed. The active travel proposal will enable safer and easier movement for vulnerable road users throughout the route and area and linking to the broader cycle network. There are several large residential developments under construction along route. Therefore, there are cumulative considerations having regard to other existing and/or permitted projects.

5.3.1.3 Location of the development

Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?

The project provides for works along residential areas and through Cabinteely Park. The route will impact on grasslands and vegetation and trees will need to be removed. An EclA and AA Screening were undertaken as a part of this application. The majority of land is recreational amenity lands. There would be localised impacts on small sections of overgrown hedgerows/field boundaries where they currently separate sections of the route.

The route follows the Cabinteely Stream path, crossing over the stream in section D of the route and is thus located both on and adjoining an environmentally sensitive hydrological feature. Lighting along the route will introduce increased light levels to sections of Cabinteely Park and the riparian strip alongside Carraig Glen which have not been lit up prior. Lighting within Cabinteely Park and the section c.130m east of the Brennanstown Road will be switched off from 10pm to 6am to minimise potential impacts on ecologically sensitive areas and potential associated species.

Currently, the stream is considered of not at-risk status and is not connected with any EDS. The scheme is located within a River Wildlife Corridor as per the DLRCC Biodiversity Action Plan 2021-2025. The EclA has identified potential for anthropogenic disturbance to habitats and potential associated species arising from human activity along the route. Riparian and river habitat enhancement and monitoring measures will be implemented as recommended in Section 8.3 of the EclA.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area?

The proposed project traverses a generally developed residential suburban area. It will provide an attractive and safe route for the population to access services, schools and recreational facilities. It may potentially give rise to disturbance during the construction phase. The route will act as a connector between residential communities that are currently segregated, thereby introducing new cycle/pedestrian movements through/adjoining the amenity spaces of existing areas. This would likely increase interaction between populations in these communities and would likely have an effect on the characteristics of the residential estates.

5.4 Preliminary Examination Conclusion

Following preliminary examination, Dún Laoghaire-Rathdown County Council is recommended to conclude that there is **doubt regarding the likelihood of significant effects on the environment** arising from the proposed development's location along the Cabinteely Stream green corridor and potential for localised sensitivities and therefore to **proceed to a Stage 3 Screening Determination**.

6. SCHEDULE 7 ASSESSMENT AND SCHEDULE 7A INFORMATION

Where the requirement to carry out an EIA is not excluded at preliminary examination stage, the competent authority must carry out a screening determination.

The screening determination is carried out on the basis of the Schedule 7A. In making its screening determination, the competent authority must have regard to:

- Schedule 7 criteria,
- Schedule 7A information,
- Any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant,
- Any mitigation measures proposed by the applicant,
- The available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account (see Box 3), and
- The likely significant effects on certain sensitive ecological sites.

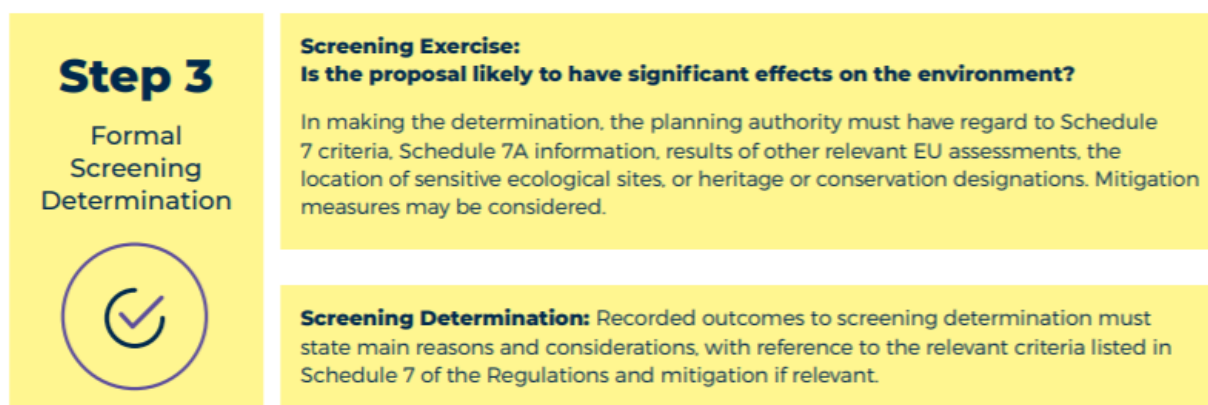


Figure 62: Extract from OPR Guidance Note (Step 3) (Source: OPR)

6.1 Criteria for Determining Whether Development Should be Subject to an Environmental Impact Assessment

The 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development', groups criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment under three headings which correspond to the updated Schedule 7. Schedule 7 criteria for determining whether development listed in part 2 of Schedule 5 should be subject to an environmental impact assessment.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

Table 21. Characteristics of the proposed development

Schedule 7 Criteria	Schedule 7 Criteria Commentary
1.Characteristics of proposed development. The characteristics of proposed development, in particular to:	
a) the size of the proposed development,	The scheme covers approximately 2.3km and development site is c.8.2ha. The scale of the route allows the proposed project to integrate with the landscape in a sensitive manner which does not significantly change the suburban nature of the area. Generally, the greenway will be constructed on previously existing routes/pathways and where it is constructed on the verge of roads which do not currently have cycle lanes the existing space for traffic will not be significantly reduced.
(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,	The project is included in the Greater Dublin Area Cycling Network as a greenway. The scheme has potential to interact with the broader cycle network in the area. This is considered to be significant and positive in terms of human health and does not give rise to negative cumulative environmental impacts. There is potential for the project to interact with approx. 9 new large residential developments along the route. This is considered to be significant and positive in terms of human health. Minor increased man-made disturbance pressure on habitats (including the species identified in EclA) proximate to the proposed development is likely though there will be no significant habitat loss. The EclA notes with respect to cumulative impact that: <i>While no significant fragmentation of high-value habitats is anticipated, the cumulative reduction in green space and increased urbanisation highlight the importance of integrating wildlife-sensitive measures into the greenway design.</i>
(c) the nature of any associated demolition works,	No demolition works (of buildings) are proposed as part of the scheme though the removal of some portions of the boundary wall of Cabinteely Park are proposed to allow for more direct linkage and a more legible route. This includes alterations to the existing modern western wall of Cabinteely Park, and widening of the existing opening in the boundary wall of Cabinteely House to provide a link with the Brennanstown Road. The removal and rebuilding on a like-for-like basis of c. 80m of the stone southern boundary wall of the Carraig Glen Estate is also proposed. The demolition works are considered to be minor in nature and do not have a negative impact on the built heritage of the area.
(d) the use of natural resources, in particular land, soil, water and biodiversity,	The proposed development does not give rise to any significant impacts on the use of natural resources.
(e) the production of waste,	No significant waste streams will be generated. All construction activities, will be managed in accordance with the

Schedule 7 Criteria	Schedule 7 Criteria Commentary
	recommendations of a CEMP and monitored by an Ecological Clerk of Works who will ensure the drafting and execution of mitigation measures as an element of the CEMP.
(f) pollution and nuisances,	The proposed scheme is likely to have a neutral impact on pollution. While the construction phase may involve a minor increase to emission levels in the area based on increased vehicular traffic, necessary mitigation measures will be employed, and the effects will not be significant. Processes involving the use of concrete/cement, hydrocarbons/chemicals or contaminated water will be monitored through the implementation of measures to retain all substances within the site boundaries and manage their use safely. Any cleaning of tools or vehicles will be undertaken at an appropriate location and wash water disposed of in an environmentally sensitive manner. At operation stage, the project will encourage a modal shift to walking and cycling and reduce the number of car journeys thereby reducing emissions. The construction phase is likely to introduce temporal nuisance to local property owners and may entail minor disturbance in traffic patterns along Cornelscourt Hill Road, Glen Lawn Drive and at the roundabout. The Traffic and transport Assessment concludes that in terms of the operational phase the proposed junction improvements, including upgrades to signalised junctions and roundabouts, are relatively minor and will not cause major disruptions to traffic flow. The introduction of a give-way-system and speed reductions may cause minor delays which will be outweighed by increased safety and decreased traffic as a result of the active travel nature of the project along the route.
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and	The project does not provide for pollutants or construction works that would give rise to environmental risks, and/or disasters in the area.
h) the risks to human health (for example, due to water contamination or air pollution).	The project is unlikely to give rise to risks to human health arising from contamination or pollution. Active travel measures are likely to be beneficial to human health. There is no likely impact on sensitive water bodies, rivers or environmental designations. The development intersects with areas designated Flood Risk Zone A under DLRCDP's SFRA. The conclusion of DBFL's Site-specific Flood Risk Assessment is that the development is considered 'water compatible development' and thus is appropriate without any justification within Flood Zones A, B and C. Mitigating measures to reduce risk along with a detailed flood risk assessment to determine levels of the proposed bridge over Cabinteely Stream are also proposed.

Table 22: Location of the proposed development

Schedule 7 Criteria Commentary	Schedule 7 Criteria Commentary
2. Location of proposed development. The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:	
a) the existing and approved land use,	The land-use of the surrounding area is a mixture of predominantly residential and public open space. This is comprised of recreational, amenity and heritage areas. The scheme is designated as a <i>Greenway – Leisure</i> within the Greater Dublin Area Cycling Network. The proposed project is generally located along residential streets and through open space. The scheme supports integration between existing or permitted land uses, enhancing their functions, and residential developments.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,	The project is located within greenfield, made ground and residential estates in the urban catchment of Cornelscourt Village, Cabinteely and Brennanstown. Due to the nature of the proposed scheme (i.e. developing a greenway along some existing paths, through residential estates and a public park to accommodate active travel), the completed works are not expected to result in significant environmental impacts that affect the relative abundance, availability, quality or regenerative capacity of natural resources. All standard pollution control measures regularly utilised on construction sites in Ireland will be employed to minimise negative impacts on water quality.
c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths;	The Cabinteely Stream runs along the proposed route and flows in an easterly direction before entering the Killiney Bay. This stream has been heavily modified and has lost much of its riparian zone. Amenity grassland comes to the top of the riverbank and riparian zone has been largely reduced to include only the slopes of the riverbank. Some minor habitat loss in this environment may occur as a result of the bridge to be constructed at the east end of the proposed route. The proposed development will result in minor adverse effects on riparian areas with no effect on wetlands or river mouths noted. Riparian and river habitat enhancement and monitoring measures will be considered in consultation with DLRCC Biodiversity Officer, Parks and Inland Fisheries
(ii) coastal zones and the marine environment;	The proposed project is located approximately 2.3km from the coast. No direct or indirect impacts are expected to arise.

(iii) mountain and forest areas;	Some habitat loss of in the form of c. 32 trees will occur to facilitate the construction of the proposed development. A further 23 trees will be felled, however these are Category U trees which would require removal regardless. This will incur moderate adverse impacts on the broadleaved woodland which is not expected to lead to further habitat fragmentation. All tree felling is to be carried out between September and February, outside of the breeding season. Where this is not possible an ecologist will provide an assessment prior to the works. The loss of these trees will be offset with the planting of new treelines and woodlands within the park.
(iv) nature reserves and parks;	The proposed project is not located on or adjoining any nature reserves. The route does pass through Cabinteely Park. The route through the park will largely use existing pathways on its north-eastern border, and where new path is constructed the old track will be replaced by biodiversity planting. Further planting mitigation and screening measures will be employed as specified further within the EclA. The protection of species within the park will be achieved through the use of wildlife-sensitive lighting along with further mitigation measures appropriate to the species affected and carried out or informed by the ECoW, ecologist or specialist.
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;	The AA Screening Report confirms that the proposed project is not likely to have any direct impact on, or provide a pathway for pollutants to a European site. Impacts on floral species that can also be found within Annex 1 Grasslands outside of the footprint of the development will be mitigated through worker briefings, cordoning measures, excluding machinery from areas where species are present and inspection by the ECoW.
(vi) in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;	The project will not have any impact on an area which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union.
(vii) densely populated areas;	The project is located within the Foxrock-Carrickmines and the Cabinteely-Loughlinstown Electoral Divisions, where a combined population of 11,686 persons was recorded in the 2022 census. This represented a 14.2% increase. The scheme provides for access of the population to educational, amenity and recreational facilities. The greenway will provide a significant and positive recreational amenity for resident and visitor populations, that encourages healthy travel options. The project will provide a safe greenway link between residential areas, Cornelscourt and the St. Brigid's school.

(viii) landscapes and sites of historical, cultural or archaeological significance	The potential impact of the project on the historic nature of the site dating back to the historic period garden that is currently Cabinteely Park has been carefully considered. Having regard to the proposed scheme, it is considered that the proposed project will not have a significant negative impact on landscapes and sites of historical, heritage, cultural or archaeological significance. Outlined in the heritage appraisal are mitigation measures to counteract the removal of a section of stone wall and addition of a new entrance at the Brennanstown Road. The components of this wall will be retained and wall reconstructed in appropriate locations on a like-for-like basis by experienced stonemasons with entrance and associated features designed by a Grade II Conservation Architect with regards to the impact on the historic boundary wall.
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6.1.1 Types and Characteristics of Potential Impacts

The likely significant effects on the environment of proposed development relate to those criteria set out in paragraph (b)(i)(I) to (V) of section 171A of the Act, taking into account—

- a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
- b) the nature of the impact,
- c) the transboundary nature of the impact,
- d) the intensity and complexity of the impact,
- e) the probability of the impact,
- f) the expected onset, duration, frequency and reversibility of the impact,
- g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,
- h) the possibility of effectively reducing the impact.

The OPR's Practice Note on EIA Screening considers what **likely significant effects** are. Refer to Figure 63 below.

Box 1: Likely Significant Effects

1. Are the effects identified likely to occur?

This refers to the effects that are expected to occur, those that can be reasonably foreseen as normal consequences of project construction and operation, including where relevant associated demolition, remediation and/or restoration.

2. Are the effects, which are likely to occur, significant?

EPA draft guidelines define a 'significant effect' as an effect, which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. The same draft guidelines provide useful definitions in relation to quality of effects, significance of effects, context of effects, probability of effects and duration and frequency of effects.

3. Will identified likely significant effects impact the environment?

Likely significant effects should cover the direct and indirect, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project.

The factors of the environment to be described and assessed are:

- **population and human health;**
- **biodiversity, with particular attention to protected species and habitats;**
- **land, soil, water, air and climate;**
- **material assets, cultural heritage and the landscape; and**
- **the interaction between the factors.**

Figure 63: Explanation of likely significant effects (Source: OPR)

Reference is also made to the NTA Guidelines which sets out criteria for Road Schemes.

3

EIA Screening (Roads Act) (if no automatic EIA)

Screening under Section 50(1)(c) of the 1993 Act

- Applies to: "road development (not subject to automatic EIA)... consisting of the construction of a proposed public road or the improvement of an existing public road."
- If the Active Travel Initiative
 - (i) could be considered "road development" and
 - (ii) consists of "the construction of a proposed public road or the improvement of an existing public road", and
 - (iii) an automatic EIA is not required, then an EIA is required **if** the road authority "considers" that the road development is likely to have significant effects on the environment.
- The only way that a road authority can satisfy itself one way or another as to whether a road development would have significant effects on the environment is to conduct an EIA Screening.
EIA Screening is therefore required, under s. 50(1)(c).

Section 50(1)(d) of the 1993 Act

- Applies where the road development is "on"
 - (i) a European Site,
 - (ii) land designated as a nature reserve,
 - (iii) land designated as a refuge for flora or fauna, or
 - (iv) land designated as an NHA.
- For such road developments, the road authority is required to "decide" whether or not the road development would be likely to have significant effects on the environment.
- The only way that a road authority can satisfy itself one way or another as to whether a road development would have significant effects on the environment is to conduct an EIA Screening.
EIA Screening is therefore required, under s. 50(1)(d).

Note: There is a specific requirement to place the EIA Screening Determination on the local authority's website, and make it available for inspection, if s.50(1)(d) applies' but even if screening under 50(1)(c) only, the local authority should still do this.

Figure 64: NTA Guidelines – EIA Screening Considerations for Road Schemes (Source: NTA)

Table 23: Likelihood of effects on the environmental factors listed in Figure 63

Screening Considerations							
Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	C	Perceived negative changes due to the green field landscape and residential amenity areas	Local	Likely	Slight	Negative	Short term/Temporary
	O	Changes in landscape arising from development of a greenway for active travel use	Local	Likely	Slight	Positive	Permanent
Visual	C	Perceived changes due to proposed works to provide for development of the greenway	Local	Likely	Moderate	Negative	Short Term/Temporary
	O	Changes to visual appearance of existing green fields, amenity areas and surroundings	Local	Likely	Moderate	Positive	Permanent
Biodiversity	C	Pollution and disturbance of habitat (subject to Mitigation Measures)	Local	Likely	Moderate	Neutral	Short Term/Temporary
	O	Impact on local habitats through more intense use of lands	Local	Likely	Moderate	Neutral	Permanent
Land & Soil	C	Loss of subsoil from site. Potential contamination due to accidental spillage.	Local Local	Not likely Not Likely	Slight Slight	Neutral Neutral	Permanent Temporary
	O	Change in character of the Cabinteely Park and residential areas to provide a greenway for active travel	Local	Likely	Moderate	Positive	Permanent
Human Health	C	Local disturbance from construction activity	Local	Likely	Slight	Negative	Short Term/Temporary
	O	Improved public health and safety through the use of a greenway	Local	Likely	Moderate	Positive	Permanent
Water	C	Accidental pollution events occurring in construction if mitigation measures not applied	Local	Not Likely	Moderate	Neutral	Brief - Temporary

	O	None Predicted	Local	Not likely	Moderate	Neutral	Permanent
Air Quality & Climate	C	Reduction of air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery	Local	Not Likely	Moderate	Neutral	Brief Temporary
	O	Improved air quality due to the promotion of active travel along the route	Local	Likely	Moderate	Positive	Long term
Noise	C	Increase in noise as a result of construction activity, and operation of plant and machinery	Local	Likely	Slight	Negative	Brief - Temporary
	O	Increase in noise as a result of people using the greenway	Local	Likely	Slight	Negative	Long term
Cultural Heritage: Built Heritage	C	The perceived changes to the Cabinteely Park, including openings in wall	Local	Likely	Moderate	Negative	Permanent
	O	Changes to the Cabinteely Park, including openings in wall	Local	Likely	Moderate	Neutral	Permanent
Cultural Heritage: Archaeology	C	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-

Table 24. Schedule 7 criteria

Schedule 7 Criteria Commentary	Schedule 7 Criteria Commentary
3. Characteristics of potential impacts. The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(l) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—	
a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The project is constrained in its extent and length affecting an area of c. 2.3 km. Population of the small areas surrounding the site is 3,306. It is unlikely that there will be any significant impacts extending beyond the project area during construction.
(b) the nature of the impact	Construction work for the project will be undertaken on a variety of land types including scrub lands (undeveloped alignment), residential roads, and open spaces (amenity grassland). The project provides for the long-term development of a pathway and cycleway along the route. Works will be relatively constrained with the project not affecting lands outside the site.
c) the transboundary nature of the impact	Not applicable due to scale and location of scheme.
(d) the intensity and complexity of the impact,	Construction impacts will be temporary and of typically low intensity. Complexity arises from the interaction of the project with a number of residential estates along the route and movement of populations surrounding the greenway. Sections C and D of the route are not in use as throughways currently and will not be impacted while construction methodology adopted will ensure any potential impacts on sections A and B are mitigated.
(e) the probability of the impact,	The project's design will be subject to further refinement, though any changes will be minor and will not alter the determination of impact. The impacts of the project during construction and operation phases are considered as probable, as the project is set to be developed within the area and environment types considered regardless of the chosen route and extends to a length of c. 2.3 km.
(f) the expected onset, duration, frequency and reversibility of the impact,	Temporary environmental impacts are likely to occur. These are not likely to be significant, within the meaning of the Directive.
(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and	The proposed development shall be implemented independent to any other development project. It is noted the scheme has potential to provide cycle/pedestrian linkage to adjoining residential areas that have been the subject of consent for the purposes of section 172(1A)(b). The scheme will also link in to the Cherrywood Greenway at the extent of Section D, neither of which were subject to EIAR, and BusConnects Bray to City Centre Core Corridor which was subject to EIAR. Taking into consideration the location of developments at the extents

	of the greenway, this does not give rise to cumulative environmental impacts.
(h) the possibility of effectively reducing the impact	It is likely that the operation of the scheme will be neutral to positive. There is potential to reduce the impact of the project at construction stage with a detailed construction management plan to be monitored by an Ecological Clerk of Works. Furthermore, measures to manage the usage of pollutants such as concrete/cement, hydrocarbons/chemicals and contaminated water, wildlife sensitive lighting and breeding season sensitive construction, planting and biodiversity enhancement and screening measures will be employed.

6.2 Schedule 7A Information

Table 25. Schedule 7A Information checklist

Information required	Response
1. A description of the proposed development, including in particular—	Refer to Section 6.1 of this report.
(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.	Refer to Section 6.1 of this report.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.	Refer to Section 6.1 of this report.
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—	Refer to Section 6.1 of this report.
(a) the expected residues and emissions and the production of waste, where relevant,	
the use of natural resources, in particular soil, land, water and biodiversity.	Refer to Section 6.1 of this report.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.	Refer to Section 6.1 of this report.

6.3 Any further relevant information

The Planning Authority is referred to supporting documentation information which this report has regard to, in order to support the conclusions included in it, this comprises:

- Appropriate Assessment Stage 1: Screening report by Flynn Furney, Environmental Consultants
- Design proposals prepared by DBFL Consulting Engineers
- Ecological Impact Assessment– prepared by Flynn Furney Environmental Consultants
- Cabinteely Greenway Heritage Appraisal- prepared by John McLaughlin Architects
- Site Specific Flood Risk Assessment – prepared by DBFL Consulting Engineers

- Traffic Impact Assessment – prepared by DBFL Consulting Engineers

6.4 Available results under other relevant EU environmental legislation

Other relevant EU environmental legislation may include:

- SEA Directive [2001/42/EC]
- Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]
- Water Framework Directive [2000/60/EC]
- Marine Strategy Framework Directive
- Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive
- Industrial Emissions Directive
- Seveso Directive
- Trans-European Networks in Transport, Energy and Telecommunication
- EU Floods Directive 2007/60/EC

Table 26. Other Relevant EU Environmental Legislation

Directive	Results
SEA Directive [2001/42/EC]	The proposed development is located on lands which are within the area of the Dún Laoghaire - Rathdown County Development Plan 2022-2028. The route has been recognised in the Greater Dublin Area Cycling Network Plan. These have been subject to Strategic Environmental Assessment.
Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]	An AA screening report prepared by Flynn Furney accompanies this Part 8 application. Having taken into consideration the proposed development works and operation, the lack of direct hydrological pathway or biodiversity corridor link to conservation sites and the dilution effect with other effluent and surface runoff, it is concluded that this development that would not give rise to any significant effects to designated sites. The AA Screening Report concludes that: <i>This report presents the information for the relevant authority Dún Laoghaire-Rathdown County Council to carry out a screening for AA. A recommendation that a stage II AA is not required is made, based on the findings of this assessment.</i> <i>It is for the relevant authority to reach one of the following conclusions:</i> <i>I. A stage II AA of the proposed development is required if it cannot be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.</i> <i>II. A stage II AA of the proposed development is not required if it can be excluded, on the basis of objective information, that the proposed development, individually</i>

Directive	Results
	<i>or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.</i> <i>It is the conclusion of this report 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 Natura 2000 Sites, in view of each sites' conservation objectives. There is no reasonable scientific doubt in relation to this conclusion.</i>
Water Framework Directive [2000/60/EC]	There will be no negative impact on the status of surrounding waterbodies as a result of the development's proximity to the Cabinteely Stream. The AA Screening Report concludes that given the volume and distance of seawater between, it is considered that there is no significant connectivity.
Marine Strategy Framework Directive	The site is located inland, away from the coast, there is no likely impact on the coastal area.
Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive	n/a to proposed development.
Industrial Emissions Directive	n/a to proposed development.
Seveso Directive	There are no Seveso sites within the site nor in the vicinity of the subject site.
Trans-European Networks in Transport, Energy and Telecommunication	n/a to proposed development.
EU Floods Directive 2007/60/EC	The proposed project is not situated within a Flood Risk Zone. There have been no single flood events on or surrounding the proposed scheme.

6.5 Conclusions

The Greenway project, as aligned with the Greater Dublin Area Cycling Network and providing links with further residential and transport infrastructure developments, proposes to provide a linear cycle and pedestrian route of approx. 2.3km. Its route is surrounded by a mixture of predominantly residential and amenity lands and will integrate into the surrounding landscape. Construction stage impacts have been assessed as short term and slight/moderate in nature and therefore not likely to have significant environmental impacts. The quality of operational impacts on visual and landscape characteristics is considered positive and on the environment as neutral to positive. Appropriate mitigating and enhancement measures as laid out in the EcIA will be employed.

Appropriate mitigating and enhancement measures as laid out in the EclA will be employed to counteract identified potential impacts on habitats and associated species. It is further noted in the EclA that no potentially significant impact *'will have effects on any species or habitat that are of greater than local or county importance'*.

Mitigation measures to address alterations to historic boundary walls, as per the Heritage Appraisal, will counteract any potential negative impacts incurred by the removal of a portion of the wall. The likely increase in usage of the route, may have a slight negative impact on noise in the area. With regards to its natural environment the AA Screening Report recorded no significant hydrological connections, notable habitats or the likely spread of invasive species. It concluded that the proposed development will not have significant or cumulative effects on Designated Sites.

Having regard to the proposed development which is considered not of a nature specified in either Part 1 or Part 2 of Schedule 5 or considered as a development type subject to mandatory EIAR under the Roads Acts,¹⁴ 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:

- The scale, nature and location of the proposed impacts
- The potential impacts and proposed mitigation measures
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development, by itself or in combination with other projects, would not be likely to have significant effects on the environment and it is recommended that an Environmental Impact Assessment and Environmental Impact Assessment Report is not required.

¹⁴ Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019) It has been determined that no significant impact will



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