

## Environmental Impact Assessment (EIA) Screening Determination (For Proposed Local Authority Development)

**Project Title:**

**Cabinteely Greenway**

### Description of the Proposed Development:

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

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

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

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

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

#### **Section B: Glen Lawn Drive to Cabinteely Park**

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

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

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

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

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

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

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

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

#### **Legislative Context:**

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

- Directive 2011/92/EU as amended by Directive 2014/52/EU (known as the EIA Directive) on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Act, 2000, as amended
- Planning and Development Regulations, 2001, as amended
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)
- Roads (Amendment) Regulations 2019 (S.I. 486 of 2019)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

#### **EIA Screening Report:**

The Active Travel Section, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) commissioned MacCabe Durney Barnes to prepare an Environmental Impact Assessment Screening Report (EIASR) ('EIA Screening Report: Proposed Cabinteely Greenway Part 8', October 2025) to determine whether the proposed Cabinteely Greenway scheme is likely to give rise to significant environmental effects and whether an EIA Report is required. The EIASR has regard to relevant supporting documentation including: Appropriate Assessment Stage 1: Screening Report (prepared by Flynn Furney Environmental Consultants), Ecological Impact Assessment (prepared by Flynn Furney Environmental Consultants), Design proposals (prepared by DBFL Consulting Engineers), Cabinteely Greenway Heritage Appraisal (prepared by John McLaughlin Architects), Site Specific Flood Risk Assessment (prepared by DBFL Consulting Engineers) and Traffic Impact Assessment (prepared by DBFL Consulting Engineers).

The EIASR has been considered and evaluated by Ger Ryan, Senior Planner, Planning & Economic Department and is satisfied that the EIASR gives full consideration to the relevant legislative context; sets out the requirements for mandatory and sub-threshold EIA; and agrees with the contents and conclusion set out in the EIASR.

The EIASR details the characteristics of the proposed development and its likely significant effects, if any, on the environment. The EIASR concludes that, 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 EIA under the Roads Acts, 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, and 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.

The reasons for this conclusion as set out in the EIASR are *inter alia* as follows:

- The EIASR has followed the relevant legislation and has had regard to relevant guidance.
- The proposed development does not fall within any of the classes of projects identified in Annex I of the EIA Directive and listed in Part 1 of Schedule 5 of the 2001 Regulations which require a mandatory EIA.
- The proposed development does not meet or exceed the thresholds set out in Part 2 of Schedule 5 of the 2001 Regulations for any classes of projects identified in Annex II of the Directive (as transposed in Part 2 of the Regulations) and does not trigger the need for a mandatory EIA.
- The proposed development does not fall within the mandatory threshold for EIA outlined in Section 50(1) of the Roads Act, 1993 (as amended), or Article 8 of the Roads Regulations 1994 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019).
- The proposed development is considered a sub-threshold development and has been screened for EIA on that basis.
- The AA Screening Report confirms that the proposed project is not within a European Designated site and is not likely to have any direct impact on, or provide a pathway for pollutants to European Sites.
- There is no likely impact on sensitive water bodies, rivers or environmental designations.
- The proposed project is not located on or adjoining any nature reserves.
- No potentially significant impact will have effects on any species or habitat that are of greater than local or county importance.
- The proposed scheme is considered positive in terms of human health.
- There will be no significant habitat loss based on the cumulative effects of projects.
- There will be no significant or cumulative effects on Designated Sites.
- Proposed demolition works are considered to be minor in nature and do not have a negative impact on the built heritage of the area.
- The proposed development does not give rise to any significant impacts on the use of natural resources.
- No significant waste streams will be generated.
- All construction activities will be managed in accordance with the recommendations of a CEMP and monitored by an Ecological Clerk of Works.
- Construction stage impacts are considered as short term and slight/moderate in nature and therefore not likely to have significant environmental impacts.
- The proposed development will not have a significant negative impact on landscapes and sites of historical, heritage, cultural or archaeological significance.
- The proposed development will result in improved air quality due to the promotion of active travel.
- On the basis of its nature, scale and location of the proposed impacts when considered by itself or in combination with other projects, the proposed development would not be likely to have significant effects on the environment within the meaning of the Directive.

### Determination:

Having regard to the foregoing, the proposed *Cabinteely Greenway* does not trigger a mandatory EIA under the EIA Directive 2011/92/EU as amended or the Planning and Development Regulations 2001, as amended. Further, the Council (as Competent Authority) determines, for the reasons set out above and in the EIA Screening Report, that the proposed development, is not likely to have significant effects on the environment due to the nature, scale or location of the proposed development relevant to areas of environmental sensitivity and the types and characteristics of potential impacts, cumulation of effects with those arising from other existing and/or proposed projects and measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

### Requirements for Mitigation:

To avoid or to prevent what might otherwise have been significant adverse impacts on the environment, during construction and/or operation:

- Implementation of mitigation measures set out in the EcIA (Flynn Furney Environmental, Oct. 2025).
- Implementation of mitigation measures to address alterations to historic boundary walls, as per the Heritage Appraisal.
- Construction phase related effects will be managed so as to be within appropriate standards by adherence to standard protocols and the CEMP, and monitored by an Ecological Clerk of Works, as recommended.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the proposed *Cabinteely Greenway* scheme and that an EIA is therefore not required and an EIAR is not required to be prepared.

Therefore, it has been concluded, for the reasons set out above and in the EIA Screening Report, that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required. An EIAR is therefore not required.

|                                                              |   |                     |
|--------------------------------------------------------------|---|---------------------|
| No real likelihood of significant effects on the environment | ✓ | EIA is not required |
| Real likelihood of significant effects on the environment    |   | EIA is required     |

Signature:



Name

Senior Planner, Planning Department  
Position / Department

Signatory (Approved Officer):



Name

Director of Services, Planning & Economic Department  
Position / Department

Delegation No. 2670



Date: 21<sup>st</sup> Oct. 2021

The proposed *Cabinteely Greenway* is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Environmental Impact Assessment Screening Determination in respect of the proposed *Cabinteely Greenway* has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Environmental Impact Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.