

EIA Screening Report

Proposed Dundrum Living Streets, Part 8

On behalf of:

Dún Laoghaire - Rathdown County Council

18 November 2026

MDB MacCabe Durney Barnes
Planning | Environment | Economics

dlr Comhairle Contae County Council

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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 Phase 1 of the Dundrum Living Streets project. The Proposed Scheme represents Phase 1 of the wider Dundrum Living Streets project and comprises works along Main Street and Sandyford Road being brought forward through the current Part 8 application process[1]. It comprises an independently deliverable package of permanent public realm, urban greening and accessibility improvements along Main Street and Sandyford Road. The remaining elements of the wider project may be progressed separately as Phase 2, subject to further design development, assessment and the appropriate statutory approval process. The potential for cumulative effects is considered in Sections 5 and 6.

The proposal comprises the creation of a safe, active travel route between Dundrum Main Street and Sandyford Road which will form part of the DLRCC Cycle Network. The objective of the scheme comprises a pedestrian and cycleway which will improve connectivity, sustainability, safe access to schools, employment 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 relationship of Phase 1 of the proposed Dundrum Living Streets project (shown in dark green) to other proposed active travel schemes is illustrated in Figure 1 below. The route covers a length of approx. 802m from Dundrum Main Street, through to Sandyford Road, in Dundrum, Co. Dublin.



Figure 1: Overview of proposed Dundrum Living Streets route and adjoining scheme areas. *(Source: DBFL).*

[1] It is noted that the application process will have regard to the comparable relevant provisions of the Planning and Development Act 2024 and associated Regulations when commenced.

The proposed route is located primarily on existing streetscape and adjoining made ground. The route traverses an existing shared active and vehicular travel corridor linking Dundrum Bypass through the existing village high street through to Dundrum Shopping Centre and serves the growing urban population in the area.

1.2 Aim 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 route 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 2026)[2] where the consenting authority is the Council, or an application is made to An Coimisiún Pleanála under sections 50 and 51 of the Roads Act 1993 (as amended).

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 Coimisiún 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 (2025 Rev.01) Guidance for EIA and AA Screening of Active Travel and Sustainable Transport projects funded by the NTA
- EIA Guidance for Consent Authorities regarding sub-threshold development, 2003, Department of the Environment, Heritage and Local Government

[2] The relevant provisions of the Draft Planning and Development (Control of Development - Planning Authorities) Regulations 2026 will become applicable when commenced.

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 (2025 Rev.01). 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 2026.

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 Coimisiún Pleanála Planning Application Portal
- Geological Survey of Ireland (GSI) online dataset[3]
- EPA Maps[4]
- GeoHive[5]
- Office of Public Works (OPW)[6]

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

- Design Proposals prepared by DBFL Consulting Engineers
- Site Specific Flood Risk Assessment prepared by DBFL Consulting Engineers
- Appropriate Assessment Screening Report prepared by ID Environmental Consultants
- Ecological Impact Assessment prepared by ID Environmental Consultants
- Preliminary Conservation Assessment prepared by Fergal McGirl Architects

Additionally, a photographic survey of the site was conducted by MacCabe Durney Barnes in September 2026 and is described in detail in Section 2 to follow.

1.7 Qualification

This EIA Screening Report has been prepared by MacCabe Durney Barnes (MDB), a multi-disciplinary consultancy company providing specialist planning, environmental and economic services. These services are delivered by an expert team with a range of professional qualifications including planning, environmental impact assessment, chartered surveying, marine spatial planning and finance.

This EIA Screening Report has been prepared by **Hannah Fortune**, MIPI MRUP BSc (Hons) BA (Hons). Hannah is a senior Geospatial Analyst and qualified Town Planner with over 12 years of interdisciplinary expertise in urban planning, GIS assessment and data visualisation. She is an Associate Director in MacCabe Durney Barnes since 2026 and has been working in the Irish property market since 2014. Hannah specialises in geographic research related to land-use, property and economic queries.

This EIA Screening Report has been reviewed by **Richard Hamilton**, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with 30 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 Cabinteely Greenway Part 8 (DLRCC), Deansgrange Part 8 (DLRCC. 2022/23) Clonegall - Kildavin, Trail & Bridge scheme, Co. Carlow

[3] https://www.gsi.ie
[4] https://gis.epa.ie/EPAMaps/
[5] https://webapps.geohive.ie/mapviewer/index.html
[6] http://www.floodinfo.ie/map/floodmaps

(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).

2. SITE AND LOCATION

2.1 Description of the Site and Surrounding Area

The proposed Phase 1 of the Dundrum Living Streets project will upgrade the existing connection from Dundrum Bypass though the Main Street of Dundrum Village to its terminus on Sandyford Road. The area is predominantly urban in nature, characterised by the existing village high street and adjoining Dundrum Shopping Centre. The proposed alignment consists of two distinct sections, which are separated by the DLR Connector Active Travel Scheme. These are numbered 1 and 2 and follow the route as described below:

- **Section 1 – Main Street** runs from the Dundrum Bypass entrance to Dundrum Village in the north to the Dundrum Crossing signalised junction at Ballinteer Road / Kilmacud Road (which forms part of the separate proposed DLR Connector Active Travel Scheme).
- **Section 2 – Sandyford Road** runs from the Dundrum Crossing signalised junction at Ballinteer Road / Kilmacud Road (forming part of the separate DLR Connector Active Travel Scheme) past the pedestrian entrance to the Dundrum Shopping Centre from Sandyford Road, through to the entrance to the Riversdale Apartment complex (to the east) and the Overend House office and retail units (to the west).

2.1.1 Section 1 - Main Street

The Main Street section of the proposed route is approximately 417m in length and runs from the Dundrum Crossings (Main Street / Sandyford Road / Kilmacud Rd Upper / Ballinteer Rd) signalised junction to the south toward the Dundrum Bypass (Dundrum Bypass / Main Street) signalised junction in the north. This section comprises the main street for Dundrum Village, with existing high street businesses, retailers, restaurants and services along both sides.

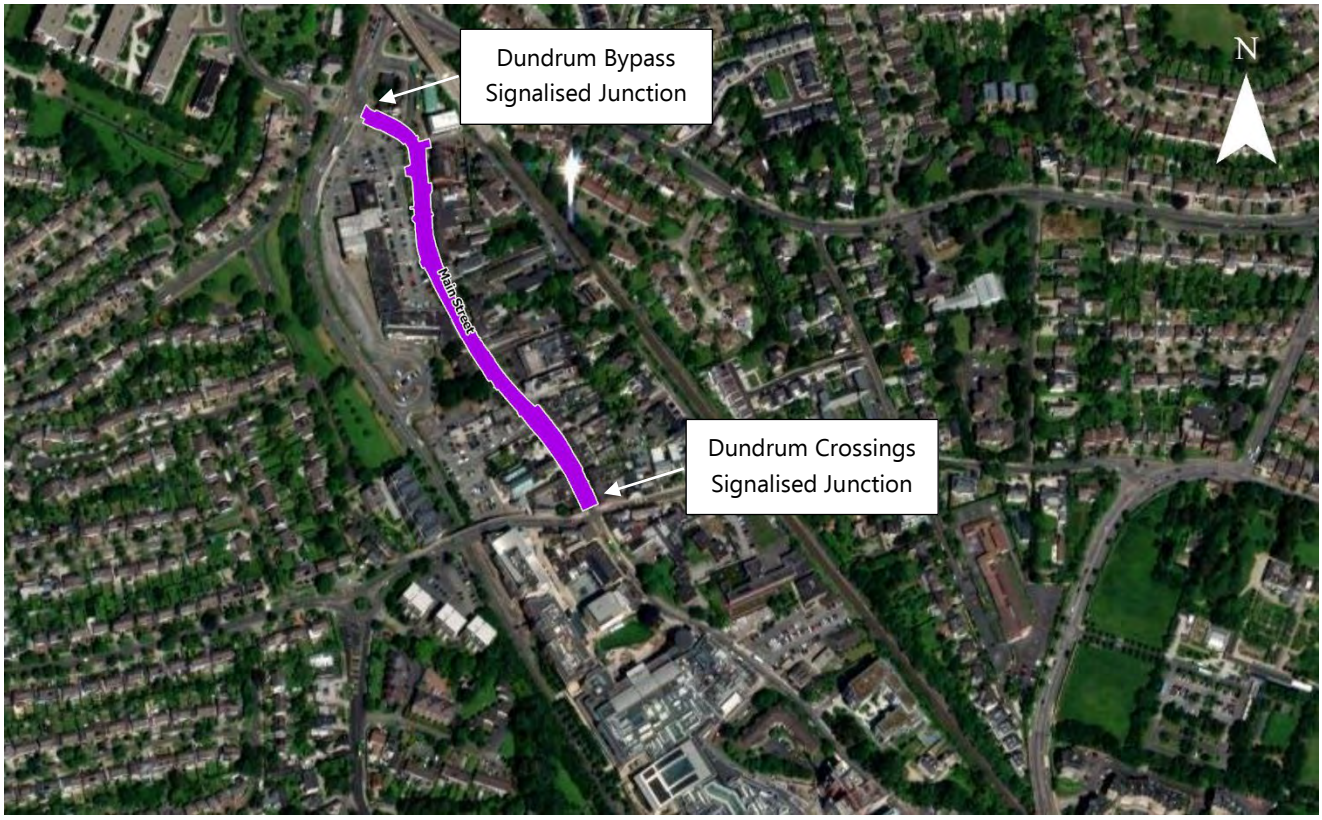


Figure 2: Section 1 – Main Street. *(Source: MDB, 2026).*



Figure 3: Entrance to Main Street from Dundrum Bypass, facing southeast. *(Source: MDB, September 2026).*

On the eastern side, Rosemont Family Centre is accessible from the northern entrance to Main Street from Dundrum Bypass, with additional office space located in the five-storey Usher House to the rear of the Dundrum Luas bus stop (ID: 2825). In terms of existing pedestrian and cycling infrastructure, pedestrian access to the Green Luas Line is made via the laneway and stairs adjoining Usher House. A segregated cycling lane is provided on the western side of the street, with additional cycle markings within the northbound vehicular lane. Footpaths for pedestrians are accessible on both sides of the street, with expanded areas of paving on the western side of the street to accommodate benches, on street dining and planter boxes.



Figure 4: Cycling and pedestrian infrastructure along Main Street at Usher House facing northeast and Rosemont Family Centre across from Village Centre, facing north. *(Source: MDB, September 2026).*

The Village Centre (Old Dundrum Shopping Centre) retail units are located on the western side, anchored by Lidl on the southern end and adjoined by a large car parking area. Other retailers within the shopping mall include Polonez, Dealz, and Reads, with food and beverage options including Insomnia and Apache Pizza and a range of local services including the Dundrum Post Office.



Figure 5: Cycling and pedestrian infrastructure along Main Street across from Village Centre, facing southeast and view of interior car park / shops within Village Centre. *(Source: MDB, September 2026).*



Figure 6: Cycling and pedestrian infrastructure along Main Street at entrance to Dundrum College facing southeast and retail shops on eastern side of street facing northeast. *(Source: MDB, September 2026).*

A range of financial businesses span the eastern side of the street, including Bank of Ireland, EBS, AIB, PTSB and Capital Credit Union branches. Dublin College Dundrum (former Dundrum College of Further Education) is also accessible from the eastern side of the street, across from Lidl. Local health services include Dundrum Dental Surgery, TMB Travel Health Clinic, Dental Care Ireland, Ciaran Bent GP, Clifford Dental Care and Haven Pharmacy. A number of charity shops are also identified on site, including Oxfam and The Dundrum Village Charity Shop, along with a range of small retailers. Ryan's Dundrum House pub, Essence Patisserie and Falafel Dundrum cater to local residents on this side of the street.

Beyond the Village Centre, additional retailers include Daybreak and Campbell's Corner. Health services on the west side of the street include Mulvey's Pharmacy, Dr Acupuncture Dundrum, and Havana Laser Clinic. Holy Cross Church is also served from this section of the route, with additional parking located to the rear of the church in the Blue Car Park.



Figure 7: Cycling and pedestrian infrastructure along Main Street at retail shops across from Permanent TSB Car Park facing southeast and at entrance to Blue Car Park, facing northeast. *(Source: MDB, September 2026).*



Figure 8: Cycling and pedestrian infrastructure along Main Street across from Holy Cross Church, facing southwest and northeast. *(Source: MDB, September 2026).*

This section of the route terminates at the Ballinteer Road / Kilmacud Road Upper junction, with access to the proposed DLR Connector Active Travel Route and beyond to Sandyford Road and Dundrum Shopping Centre.



Figure 9: Terminus of Main Street section of route into Dundrum Crossings intersection, facing southeast and northeast. *(Source: MDB, September 2026).*

2.1.2 Section 2 - Sandyford Road

The Sandyford Road section of the proposed route is approximately 385m in length and runs from the Riversdale Apartments entrance to the south toward the Dundrum Crossings (Main Street / Sandyford Road / Kilmacud Rd Upper / Ballinteer Rd) signalised junction where the link in with the DLR Connector Active Travel route is proposed.

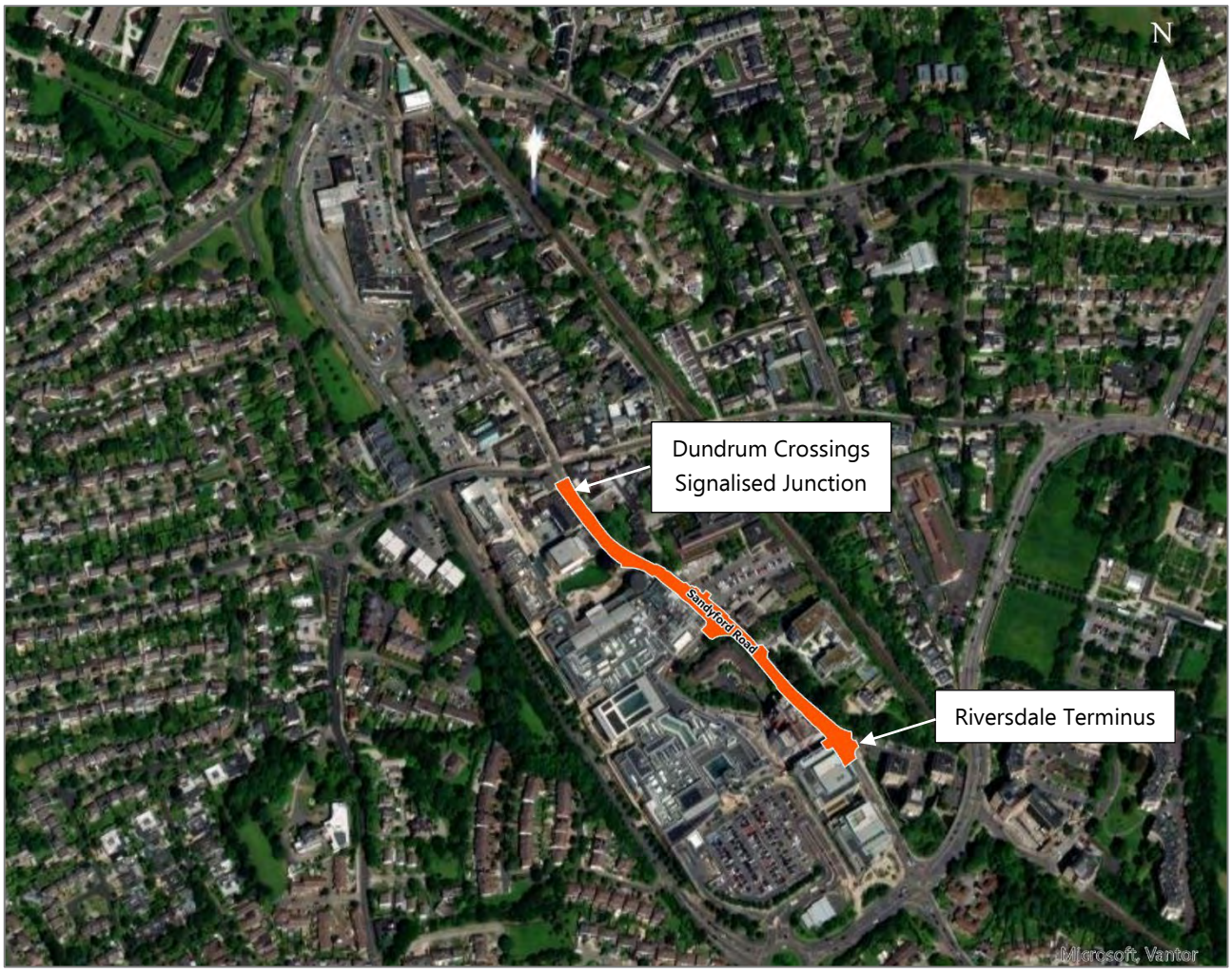


Figure 10: Section 2 – Sandyford Road. *(Source: MDB, 2026).*



Figure 11: View of entrance to Sandyford Road from junction at Ballinteer Road / Kilmacud Road, facing southeast and southwest. *(Source: MDB, September 2026).*

This section of the route comprises the primary pedestrian access to the Dundrum Shopping Centre from Sandyford Road, with additional high street businesses, residential areas and apartment complexes as well as surface and multi-storey car parking areas along both sides. A segregated cycling lane is provided on the western side of the street from the Dundrum Crossing signalised junction toward the south which terminates at the pedestrian access to Dundrum Shopping Centre. Dual lane traffic is restored from this point toward the signalised junction at Wyckham Way. Footpaths for pedestrians are accessible on both sides of Sandyford Road and continue for the entire length of the route.



Figure 12: Cycling and pedestrian infrastructure along Sandyford Road at pedestrian entrance to Dundrum Shopping Centre, facing southwest and west. *(Source: MDB, September 2026).*

The Sandyford Road surface car park is accessible from the eastern side of the route, just beyond the retail core. A number of apartment complexes also adjoin from this section of the route, including Ashgrove Court and Herbert Hill on the eastern side and the newly completed Ironworks Apartments within Dundrum Shopping Centre on the western side, with access to the Dundrum Car Park possible from this location. Holy Cross School is also located to the rear of Ashgrove Court on the eastern side of the street; however, primary access to the school is via Kilmacud Road rather than Sandyford Road.

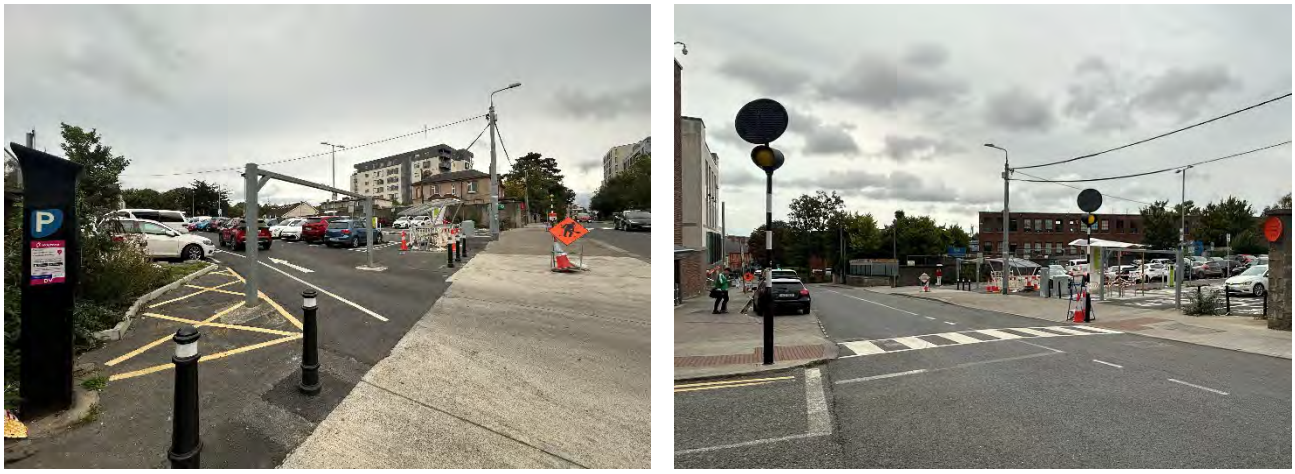


Figure 13: Cycling and pedestrian infrastructure along Sandyford Road at entrance to Sandyford Road Car Park facing southwest and northeast. *(Source: MDB, September 2026).*



Figure 14: Cycling and pedestrian infrastructure along Sandyford Road across from Herbert Hill apartments facing southeast and entrance to the Ironworks apartments facing southwest. *(Source: MDB, September 2026).*

The Sandyford Road section of the route terminates at the entrance to the private Riversdale Apartment complex on the eastern side of the street and the Overend House office and retail units to the western side, including Smiles Dental and Big Bang Comics. Access to the R117 / R826 Junction is possible further to the south.



Figure 15: Terminus of Sandyford Road section of route, with view of entrance to Riversdale Apartments facing southeast and Overend House facing southwest. *(Source: MDB, September 2026).*

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. Section 1 - Main Street is located primarily on bedrock *Type 2p microcline porphyritic* which is described as *granite with microcline phenocrysts* from the Caledonian Orogeny. Section 2 - Sandyford Road is located primarily on *Type 2e equigranular,* which is described as *pale grey fine to coarse-grained granite*. Two Bedrock Outcrops are also visible within Sandyford Road, adjoining the section to the east within the DLR car park and neighbouring apartments. Both of the bedrock types identified within Sandyford Road and Main Street are considered as poor aquifers and are generally unproductive except for local zones. Subsoil permeability indicates how readily water from the surface can permeate through to the groundwater below.

Bedrock depths vary across the proposed route, from a low of c. 0-1m to the south of Section 2 – Sandyford Road to c. 5-10m to the north of Section 1 – Main Street (see Figure 17).

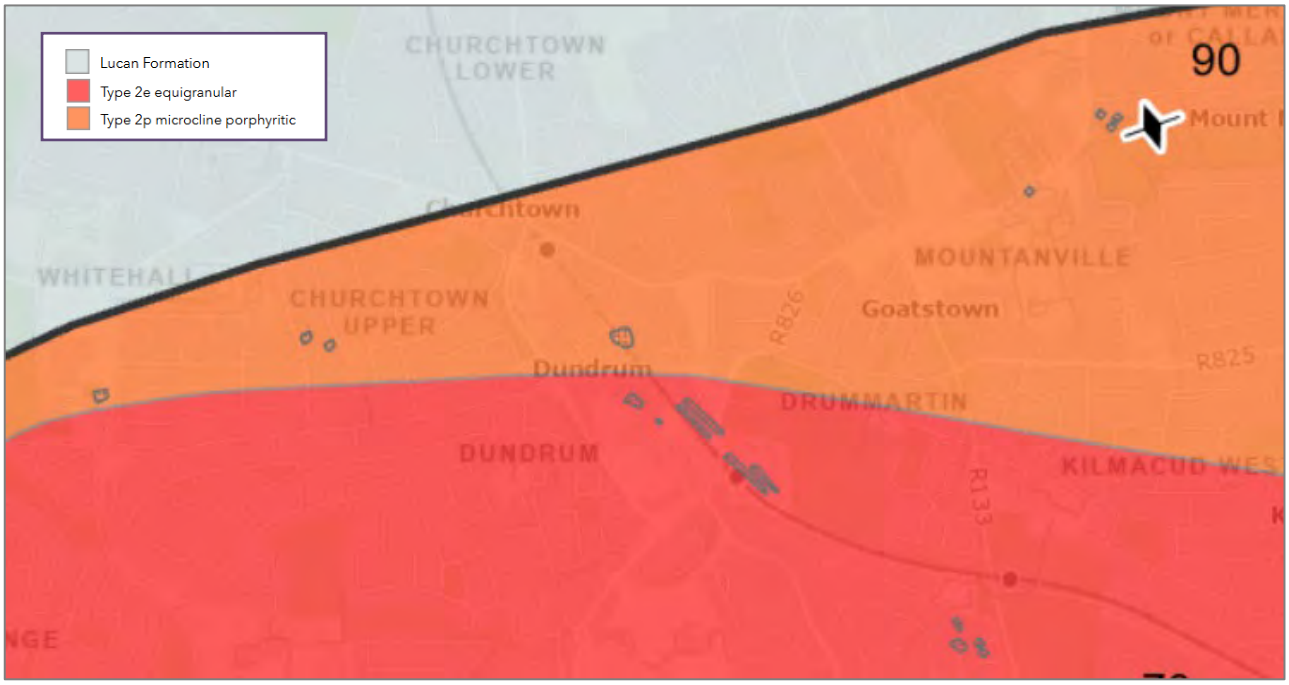


Figure 16: Types of bedrock along the proposed route *(Source: IE GSI Geology Data ITM Viewer, 2026).*

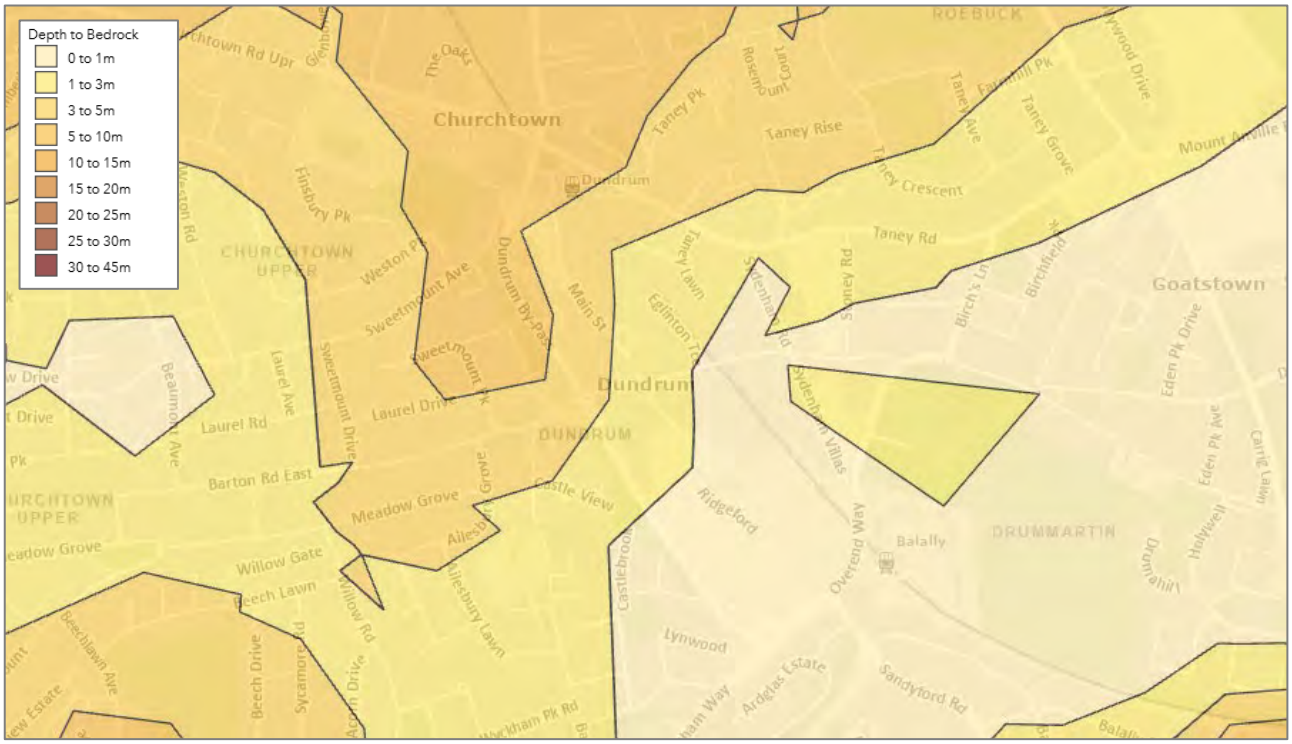


Figure 17: Depth to Bedrock along the proposed route *(Source: IE GSI GeoUrban Viewer, 2026).*

2.2.2 Soils

According to EPA Maps the subsoil type along the proposed route alignment for Sandyford Road and Main Street is almost entirely *Made ground,* with the southern terminus of Section 2 comprised of *TLs - Limestone till Carboniferous*. The SIS National soils database further identifies the soil types under the route as *Urban*, i.e., soil which is concreted over.


Rck - Bedrock at surface
Made ground
TLs - Limestone till Carboniferous
Dundrum Town Centre
Airfield Farm
Rockfield
Taney Road
Kilmacud Road Upper
Dundrum Bypass
Overend Way
Sydenham Road
Main Street
Eden Park Road
Knocknashee
Sweetmount Avenue
Barton Road East
Castle View
Allesbury Grove
Castlebrook
Lynwood
Ardglas
Holywell
Eden Park
Taney
Fernbank
Laurel Drive
Castle Lawn
Eden Park Avenue
Balally Drive
Rockfield Park
Dundrum Office Park
Taney Road lay-by
Silver Birches
Birches Lane
Sydenham Villas
Dundrum Shopping Centre
Dundrum Bypass
Rockfield Avenue
Castlebrook Avenue
Castlebrook Close
Lynwood Avenue
Lynwood Lawn
Lynwood Road
Ardglas Close
Ardglas Drive
Ardglas Park
Ardglas Rise
Ardglas Terrace
Ardglas Way
Allesbury Grove
Allesbury Lawn
Allesbury Road
Ballinteer Road
Pine Copse Road
Acorn Drive
Willow Road
Wyckham Way
Holywell Avenue
Holywell Close
Holywell Crescent
Holywell Drive
Holywell Grove
Holywell Park
Holywell Road
Holywell Walk
Downshill
Carrick Lawn
Knocknashee Avenue
Knocknashee Close
Knocknashee Drive
Knocknashee Grove
Knocknashee Park
Knocknashee Road
Knocknashee Terrace
Knocknashee Way
Eden Park Close
Eden Park Drive
Eden Park Grove
Eden Park Lawn
Eden Park Road
Eden Park Terrace
Eden Park Way
Taney Avenue
Taney Close
Taney Court
Taney Crescent
Taney Cross
Taney Green
Taney Park
Taney Road
Taney Rise
Taney Terrace
Taney Way
Dundrum Office Park
Dundrum Road
Dundrum Shopping Centre
Dundrum Town Centre
Dundrum Bypass
Dundrum Road
Dundrum Road Upper
Dundrum Road Lower
Dundrum Road Middle

Assessment, the existing surface water network ultimately discharges to the River Slang, which drains via the River Dodder to Dublin Bay. This provides an indirect hydrological pathway between the proposed works and the coastal waters of Dublin Bay and the Irish Sea, and their associated designated sites.

Given the small scale of the proposed works, the separation distance of over 3.8 km to the nearest European site, the South Dublin Bay and River Tolka Estuary SPA, and the potential for dilution of any pollutants within the River Slang and River Dodder network and the coastal waters of Dublin Bay and the Irish Sea, no likely significant effects on any European site are predicted via changes in water quality, in view of the sites' conservation objectives.'



Figure 19: River Waterbodies in the context of the subject site. *(Source: EPA Maps, 2026).*

2.2.4 Groundwater Vulnerability

The EPA Mapping Tool shows that the groundwater vulnerability along the proposed route alignment has been designated as being moderately to highly vulnerable for Main Street, with vulnerability increasing as the route progresses from the Dundrum Bypass entrance toward Ballinteer Rd / Kilmacud Rd. The route is identified as being extremely vulnerable at Sandyford Road, as shown in Figure 20.

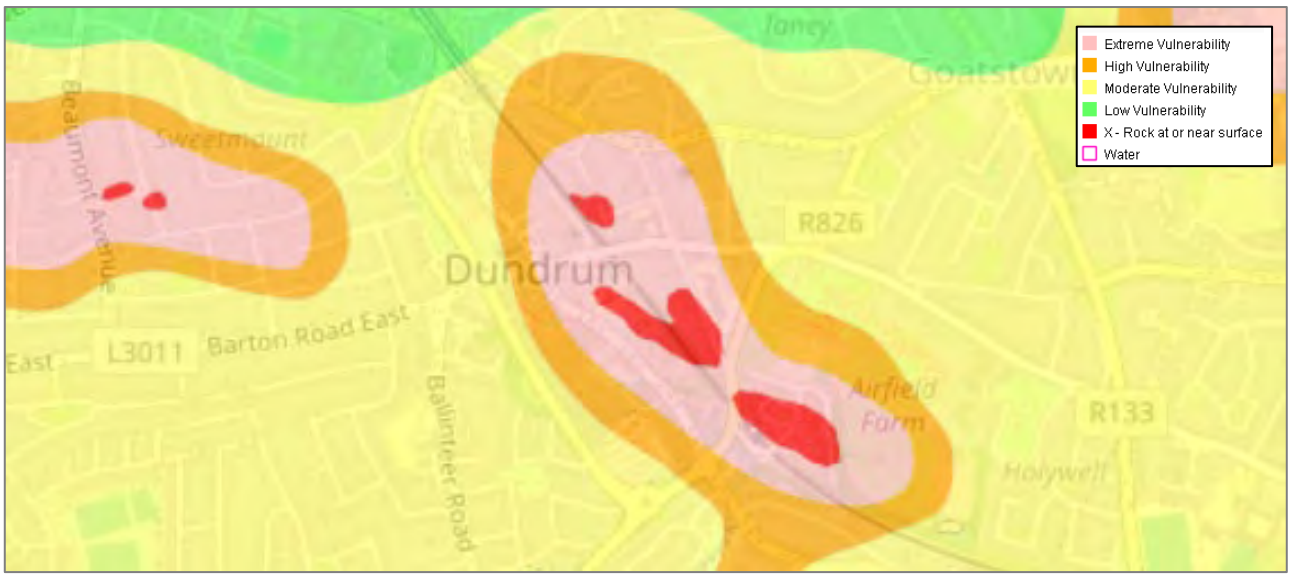


Figure 20: Groundwater vulnerability in the context of the subject site. *(Source: EPA Maps, 2026).*

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 entrance to Main Street from Dundrum Bypass to the north (Point A) and the entrance to Sandyford Road at the Riversdale Apartments, approximately c. 150m from the R117 / R826 intersection to the south (Point B), as being areas of flood risk concern (see Figure 21 overleaf for locations).

Both locations are zoned primarily as Flood Zone A, with intermittent sections further away from the route zoned as Flood Zone B. Both sections of the proposed route are predominantly outside of the flood risk zones, crossing over only at the intersections identified at Point A and B. No areas of Fluvial or Pluvial flooding are identified within the route area. 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).

The proposed route is located within an existing transport route and primarily adjoining areas of zone 'MTC' of the CDP, aiming to protect, provide for and-or improve major town centre facilities, with a small portion of Section 2 adjoining zone 'A' of the CDP, aiming to provide residential development and improve residential amenity while protecting the existing residential amenities.

The DLR CDP 2022–2028, Strategic Flood Risk Assessment (SFRA) identifies areas at risk of flooding across the county. The Slang River is partially culverted beneath Dundrum Town Centre. The SFRA for this area is based on the Dundrum Slang ICM study completed in 2020, which highlighted flooding at the southern end of the Dundrum Shopping Centre and in the vicinity of the Wyckham Way, Sandyford Road and Overend Avenue interchange; with significant areas of pluvial ponding likely to occur. This is the area to the south of the proposed route at the entrance to the Riversdale apartments, located within Flood Zone B, as shown in Figure 21.

Additional flooding is shown at Dundrum Shopping Centre Phase Two lands (site of old shopping centre) in Dundrum Village, the library and gym site, which are zoned Major Town Centre.[7] This is the area to the north of the proposed route surrounding the entrance to Main Street from Dundrum Bypass, which is also located within Flood Zone B, where the river rises to the surface. The nature of the proposed development is considered as a combination of *Local transport infrastructure*, a land use identified as *'Less vulnerable development'* and *outdoor sports and recreation'*, a land use identified as *'water compatible development'* and designated **appropriate for development within Flood Zones A, B and C.**

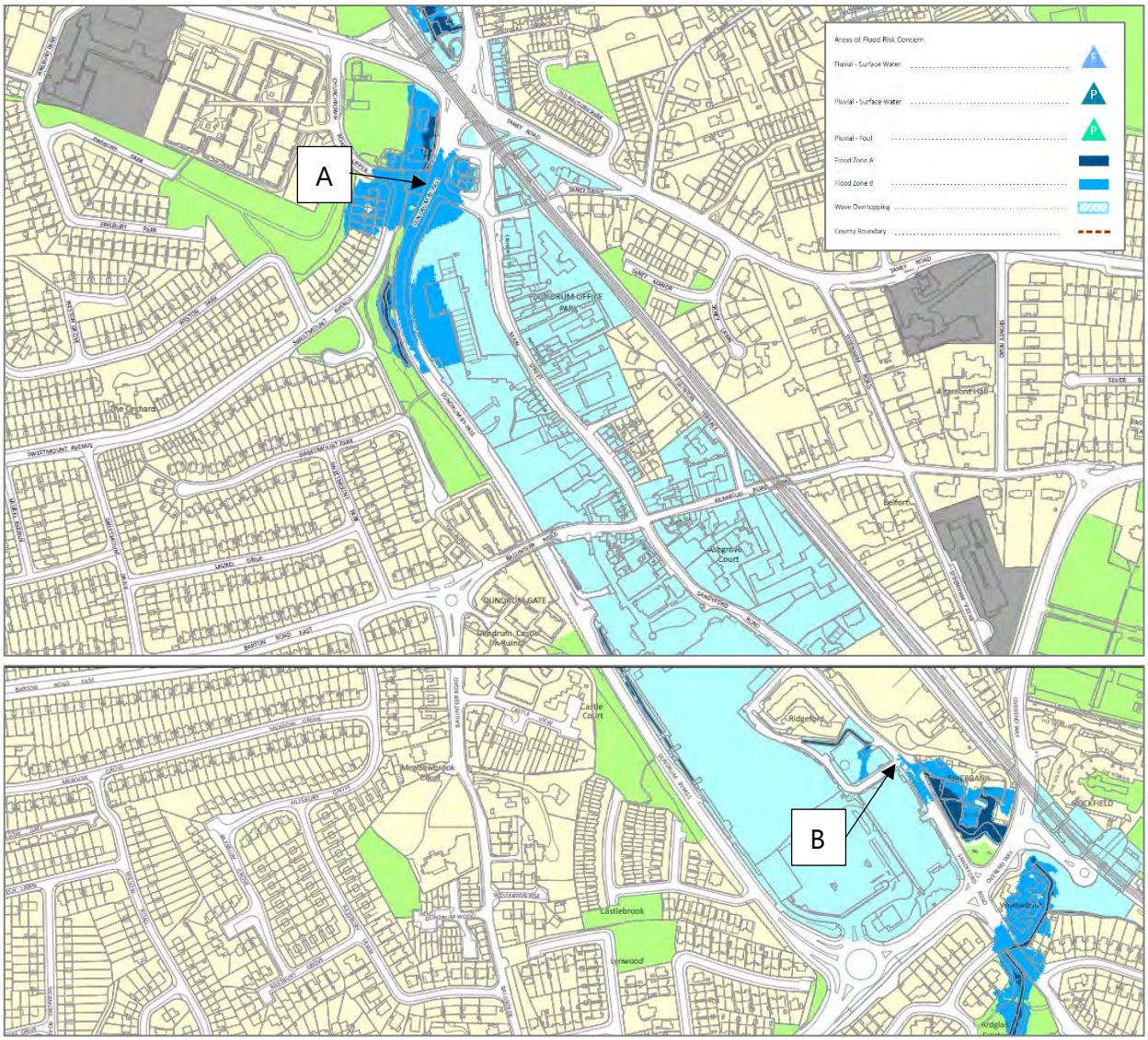


Figure 21: Strategic Flood Risk Assessment – Map 1 and 5. *(Source: DLR CDP 2022-2028).*

[7] DLR CDP 2022-2028, Appendix 15 – SFRA. Source: https://www.dlrcoco.ie/sites/dlrcoco/files/atoms/files/appendix_15_-_sfra.pdf

A Site Specific Flood Risk Assessment (250116-X-00-X-XXX-RP-DBFL-CE-002) was conducted by DBFL Consulting Engineers and provides more detail on the River Slang system, which is a combination of natural earth channels, concrete channels and culvert sections, as indicated in Figure 22 below.



Figure 22: Extent of River Slang System in vicinity of scheme *(Source: DBFL, 2026).*

The SSFRA states that the proposed public realm and active travel scheme would be classified as a 'water compatible development' as per the "Planning System and Flood Risk management Guidelines for Planning Authorities", November 2009. This is based on the Sequential Approach mechanism, which enables this type of development to be located within any Flood Zone. This SSFRA further concludes:

- *'The development proposed is appropriate for the Site's flood zone category*
- *The Planning System and Flood Risk Management Guidelines Sequential Approach is met and the 'Avoid' principal achieved*
- *A Justification Test is not required.'*

2.2.6 Air Quality

The site falls within an Air Quality Index Region 2 indicated as having *good* air quality according to EPA Maps. The site is situated in Air Zone A Dublin Conurbation (EPA Mapping, Air Quality, 2026).

2.2.7 Designated Sites

The proposed project is not within a European conservation site. However, all European Designated Sites (EDSs) within 15km were considered to assess their 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 and South Dublin Bay SAC, with are located c.4km to the northeast.

The AA Screening Report prepared by ID Environmental Consultants considers a total of 15 EDSs (SACs and SPAs) a which were identified within c. 15km of the proposed development. Designated sites farther afield were not considered relevant.

Table 2. Proximity to designated European sites *(Source: ID Environmental Consultants, 2026)*

European Designated Site	Code	Distance	Likely Zone of Impact Determination (QI Species)
Special Protection Areas			
South Dublin Bay and River Tolka Estuary SPA	004024	3.8km	Possible hydrological*
Wicklow Mountains SPA	004040	6.7km	None
North Bull Island SPA	004006	7.3km	Possible hydrological*
Dalkey Island SPA	004172	9.9km	None
North-west Irish Sea SPA	004236	13km	Possible hydrological*
Baldoyle Bay SPA	004016	14.7km	None
Special Areas of Conservation			
South Dublin Bay SAC	000210	3.8km	Possible hydrological*
Glenasmole Valley SAC	001209	6.5km	None
Knocksink Wood SAC	000725	8.5km	None
North Dublin Bay SAC	000206	8.8km	Possible hydrological*
Ballyman Glen SAC	000713	9.9km	None
Rockabill to Dalkey Island SAC	003000	10km	Possible hydrological*
Howth Head SAC	000202	14.2km	Possible hydrological*
Baldoyle Bay SAC	000199	14.7km	None
Bray Head SAC	000714	14.9km	None

*Possible via Slang–Dodder–Dublin Bay from surface water drains within the development footprint.

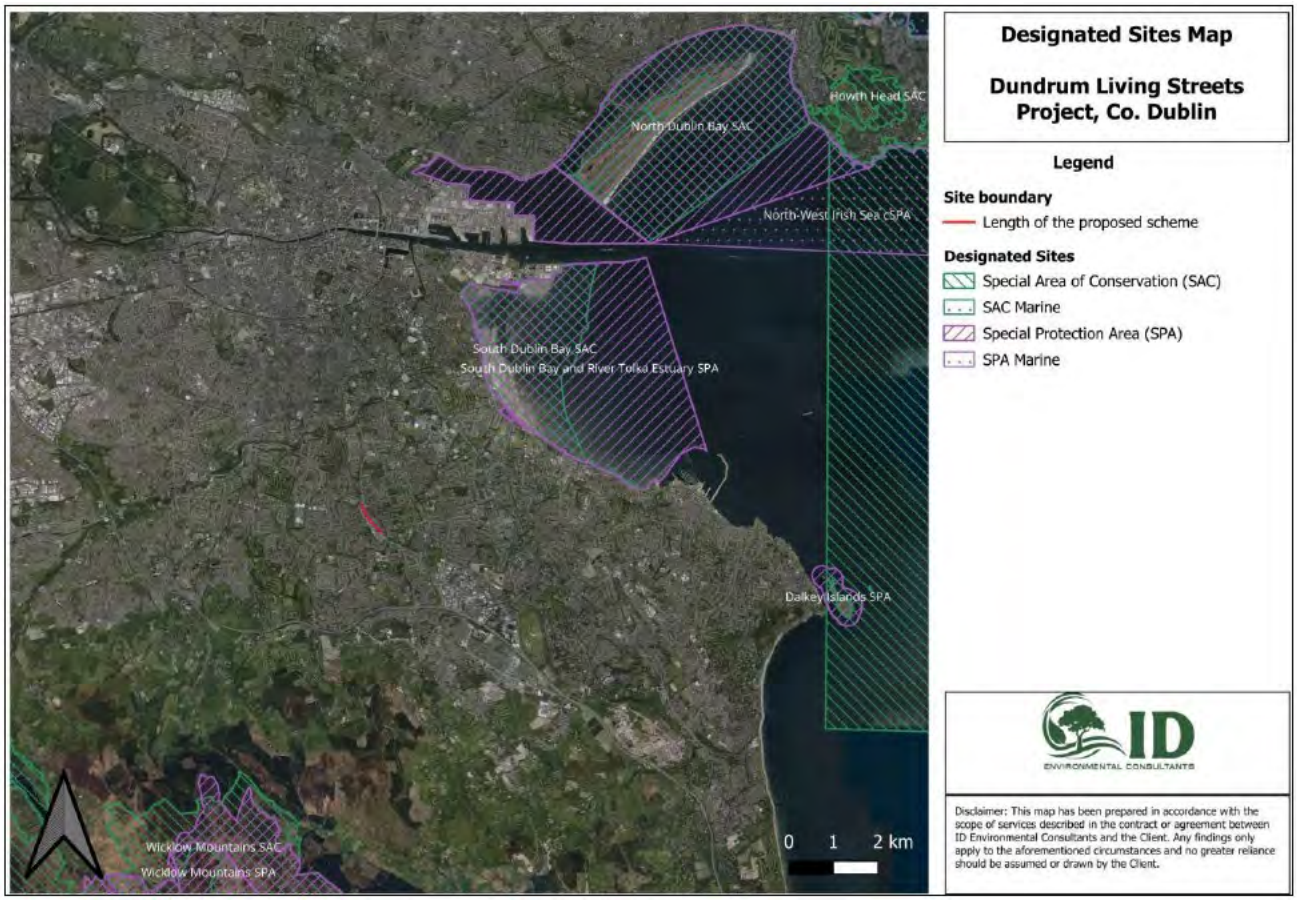


Figure 23: Designated sites in the vicinity of the project *(Source: ID Environmental Consultants, 2026)*

As the proposed development is located outside the boundary of each identified SPA and SAC, the report states that there is no potential for direct effects. The report identified an indirect hydrological pathway to downstream European sites in Dublin Bay via the existing surface-water drainage network, the River Slang and the River Dodder and concluded that likely significant effects on European sites could be excluded, either alone or in combination with other plans or projects, without reliance on mitigation. The AA report states that:

> *'Having regard to the nature and scale of the proposed Phase 1 works, the other plans and projects reviewed, and the potential pathways to European sites, no likely significant effects are predicted in combination. This conclusion applies to disturbance, effects on supporting habitats and potential downstream water-quality effects via the River Slang and River Dodder to Dublin Bay. Likely significant effects on European sites can therefore be excluded in view of their conservation objectives.'*

The Ecological Impact Assessment (EcIA) Report prepared by ID Environmental Consultants concludes:

> *'No possible connectivity exists between the proposed development and any European Designated Site based on the source pathway receptor methodology. This was confirmed during an Appropriate Assessment Screening Assessment carried out by the present authors for the Proposed Development. (IDEC (2026)).'*

2.2.8 Proposed Natural Heritage Areas

The Ecological Impact Assessment (EcIA) Report prepared by ID Environmental Consultants states that there are no Natural Heritage Areas (NHAs) or proposed Natural Heritage Areas (pNHAs) on or adjoining the proposed route. The nearest pNHA identified within the EcIA Report is Fitzsimon's Wood located approximately 1.8 km to the south from the proposed route. The report states that:

'No possible connectivity exists between the proposed development and any Nationally Designated Site based on the source pathway receptor methodology. For the pNHA's, given the lack of physical pathway, and the fact that they are designated primarily for habitats, flora and fauna occurring within their boundaries, and will not be subject to habitat loss, disturbance and/or displacement during the construction phase or any phase of the development, no impact is envisaged.'

Table 3. NHAs and pNHAs within 15km of the subject site *(Source: ID Environmental Consultants, 2026).*

Site	Site Code	Distance	Connectivity to Project Site
Natural Heritage Areas (NHAs)			
None identified	n/a	n/a	n/a
Proposed Natural Heritage Areas (pNHAs)			
Fitzsimon's Wood pNHA	001753	1.8km	None
Booterstown Marsh pNHA	001205	3.9km	Possible hydrological*
Grand Canal pNHA	002104	4.4km	None
Dodder Valley pNHA	000991	5.7km	None
Dingle Glen pNHA	001207	7km	None
Loughlinstown Woods pNHA	001211	8.4km	None
Dalkey Coastal Zone and Killiney Hill pNHA	001206	8.5km	None
Liffey Valley pNHA	000128	10.2km	None
Lugmore Glen pNHA	001212	11km	None
Glencree Valley pNHA	001755	11.5km	None
Santry Demesne pNHA	000178	12.2km	None
Powerscourt Woodland pNHA	001768	12.7	None

*Possible via Slang–Dodder–Dublin Bay from surface water drains within the development footprint.

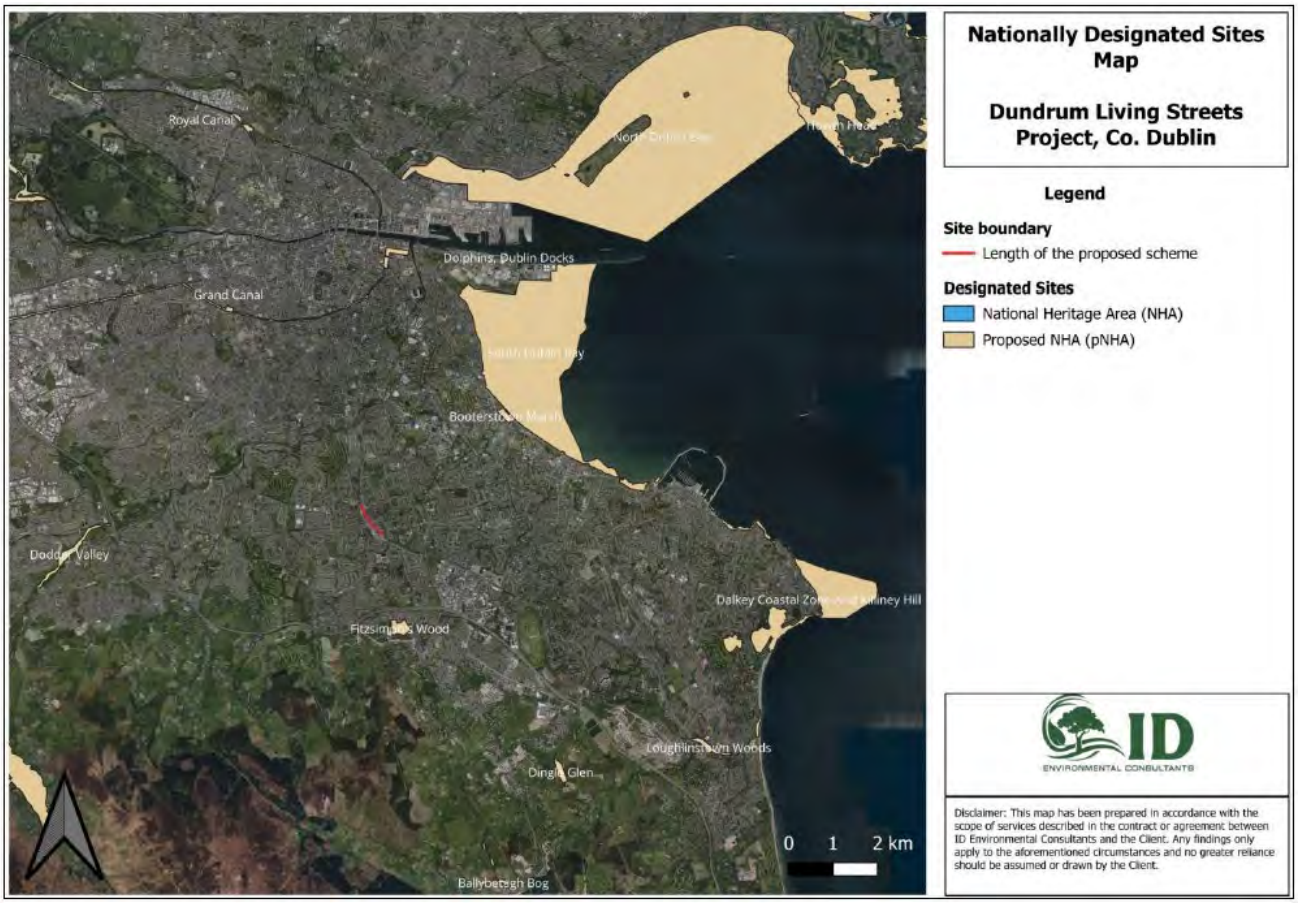


Figure 24: National Sites in the vicinity of the project *(Source: ID Environmental Consultants, 2026)*

2.2.8.1 Qualifying Interests

With regards to the European Designated Sites identified in Section 2.2.8 above, and the relevant qualifying interests set out for each SPA and SAC in Table 4 below, the AA Screening Report states:

> *'The Proposed Development is located outside the boundary of these SPAs/SACs and there is no potential for direct effects.*
>
> *The proposed Phase 1 works at Main Street and Sandyford Road, Dundrum, will connect to the existing surface water drainage network. No direct discharge to the River Slang or the SAC is proposed. The River Slang is culverted in the vicinity of Dundrum Town Centre. As set out in Section 1.9 of the Site-Specific Flood Risk Assessment, the existing surface water network ultimately discharges to the River Slang, which drains via the River Dodder to Dublin Bay. This provides an indirect hydrological pathway between the proposed works and the SAC. Given the limited scale of the proposed works, the short duration of any pollution event arising from the works, and the dilution expected along the drainage pathway and within the coastal waters of Dublin Bay, significant effects on the SAC from changes in water quality can likely be excluded.*
>
> *On the basis of the above, and taking into account the nature, scale, and location of the proposed works, as well as the absence of any hydrological or ecological pathways, no risk of likely significant effects on this SAC has been identified, either alone or in combination with other plans or projects.'*

Table 4. Qualifying interests for the relevant EDSs *(Source: ID Environmental Consultants)*

European Designated Site	Qualifying Interests
Special Protection Areas	
South Dublin Bay and River Tolka Estuary SPA	Light-bellied Brent Goose, Oystercatcher, Ringed Plover, Grey Plover, Knot, Sanderling, Dunlin, Bar-tailed Godwit, Redshank, Black-headed Gull, Roseate Tern, Common Tern, Arctic Tern, Wetland and Waterbirds
Wicklow Mountains SPA	Merlin, Peregrine
North Bull Island SPA	Light-bellied Brent Goose, Shelduck, Teal, Pintail, Oystercatcher, Golden Plover, Grey Plover, Knot, Sanderling, Dunlin, Black-tailed Godwit, Bar-tailed Godwit, Curlew, Redshank, Turnstone, Black-headed Gull, Shoveler, Wetland and Waterbirds
Dalkey Island SPA	Roseate Tern, Common Tern, Arctic Tern
Baldoyle Bay SPA	Light-bellied Brent Goose, Shelduck, Ringed Plover, Golden Plover, Grey Plover, Bar-tailed Godwit, Wetland and Waterbirds
North-West Irish Sea SPA	Red-throated Diver, Great Northern Diver, Fulmar, Manx Shearwater, Cormorant, Shag, Common Scoter, Black-headed Gull, Common Gull, Lesser Black-backed Gull, Herring Gull, Great Black-backed Gull, Kittiwake, Roseate Tern, Common Tern, Arctic Tern, Guillemot, Razorbill, Puffin, Little Gull, Little Tern
Special Areas of Conservation	
South Dublin Bay SAC	Mudflats and sandflats not covered by seawater at low tide, Annual vegetation of drift lines, Salicornia and other annuals colonising mud and sand, Embryonic shifting dunes
Glenasmole Valley SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates, Molinia meadows on calcareous, peaty or clayey-silt-laden soils, Petrifying springs with tufa formation
Knocksink Wood SAC	Petrifying springs with tufa formation, Old sessile oak woods with Ilex and Blechnum in the British Isles, Alluvial forests with Alnus glutinosa and Fraxinus excelsior
North Dublin Bay SAC	Mudflats and sandflats not covered by seawater at low tide, Annual vegetation of drift lines, Salicornia and other annuals colonising mud and sand, Atlantic salt meadows, Mediterranean salt meadows, Embryonic shifting dunes, Shifting dunes along the shoreline with Ammophila arenaria, Fixed coastal dunes with herbaceous vegetation, Humid dune slacks, Petalwort
Ballyman Glen SAC	Petrifying springs with tufa formation, Alkaline fens
Rockabill to Dalkey Island SAC	Reefs, Harbour Porpoise
Howth Head SAC	Vegetated sea cliffs of the Atlantic and Baltic coasts, European dry heaths
Baldoyle Bay SAC	Mudflats and sand flats not covered by seawater at low tide, Salicornia and other annuals colonising mud and sand, Atlantic salt meadows, Mediterranean salt meadows
Bray Head SAC	Vegetated sea cliffs of the Atlantic and Baltic coasts, European dry heaths

The AA Screening concludes:

> *'In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites.'*

2.2.9 Habitats

The AA Screening Report by ID Environmental Consultants 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:

> *'The desktop assessment of recorded flora via the NBDC shows no records of protected or rare flora within 2km of the subject lands. No protected species were recorded within or adjacent to the development site during field surveys.'*

The following description of habitats was also provided within the EcIA Report:

> *'The proposed Phase 1 works are primarily located within existing urban roadways and associated hardstanding areas along Main Street and Sandyford Road, Dundrum, Co. Dublin. The wider ecological survey area also included Dundrum Bypass and Wyckham Way, and relevant habitat observations from these areas are retained as part of the ecological baseline. The surrounding landscape comprises established residential, commercial and retail development, predominantly corresponding to* ***Buildings and Artificial Surfaces (BL3)****. Additional habitats recorded include* ***Treelines (WL2)*** *of lime (Tilia × europaea) bordering the footpaths along the southern side of Dundrum Bypass, while birch (Betula spp.) treelines are found along Main Street and Sandyford Road.* ***Hedgerows (WL1)****, primarily composed of sycamore (Acer pseudoplatanus), with some ash (Fraxinus excelsior), birch (Betula spp.), willow (Salix spp.), bramble (Rubus fruticosus agg.), and butterfly bush (Buddleja davidii), are present along the eastern boundary of Dundrum Bypass and wrap around the southern edge of Wyckham Way.* ***Amenity Grasslands (GA2)*** *occur adjacent to residential housing east of Dundrum Bypass.'*

The EcIA Report further concludes with regards to habitats:

> *'No significant adverse ecological effects are predicted as a result of the Proposed Development. No Annex I habitats or habitats of greater than high local ecological importance were identified within the development site. Furthermore, no rare, threatened or protected plant species listed in the Irish Red Data List (Wyse Jackson et al., 2016) or the Flora (Protection) Order 2022 were recorded during the ecological surveys.*
>
> *The Proposed Development is not anticipated to result in significant adverse effects on protected species or habitats of ecological importance. Nevertheless, in accordance with best ecological practice, any necessary tree or vegetation removal should, where practicable, be undertaken outside the bird breeding season (1 March to 31 August inclusive) to minimise the risk of disturbance to nesting birds. Where trees or other vegetation are removed, appropriate compensatory planting should be undertaken to offset habitat losses and maintain ecological connectivity.'*

2.2.10 Species

2.2.10.1 Fauna, Bats and Birds

The EcIA Report prepared by ID Environmental Consultants identifies impacts on fauna, birds and bats before mitigation in Section 7, as summarised in Table 5 below. A bat transect survey was undertaken within the vicinity of the proposed development area, which found negligible bat roosting and foraging potential.

According to the EcIA, no suitable habitat for otters was found within or directly surrounding the proposed development site. No signs of badgers, pine martins or red squirrels were found within or surrounding the survey area. Detailed findings regarding protected species are also summarised from the EcIA Report, as follows:

Table 5. Wildlife survey findings *(Source: ID Environmental Consultants)*

Type	Survey Findings
Bats	*The proposed development site was recorded as having negligible bat roosting potential and negligible foraging potential due to lack of connectivity, lack of suitable roost features, and high levels of noise and light pollution associated with heavily developed and urbanised areas. A dedicated bat survey identified no potential roost sites; a single common pipistrelle (heard, not seen) was identified.*
Otters	*No suitable habitat for otters was found within the proposed development site or within 150m of the nearest works.*
Terrestrial Mammals	*No other protected mammal species were recorded within the Project ZOI.*
Breeding Birds	*Breeding-season surveys were undertaken on the Proposed Development site in September 2025. Wintering surveys were carried out in November 2025. While this breeding bird survey was carried out outside the key season, the abundance of suitable nesting habitat within the site of works was almost nil.*

Impacts from the proposed route development are considered to be of moderate adverse or lesser significance, with partial loss of treelines identified as the primary contributing alterations to the environment in the EcIA Report. Recommended mitigation measures are summarised in Table 6 below, with the EcIA Report stating that impacts after mitigation will be largely diminished.

Table 6: Impacts on habitats and species pre- and post-mitigation *(Source: ID Environmental Consultants)*

Ecological Feature	**Habitats and Flora**	
Nature of potential Impact *Long-term Significant*	**Construction:** *Due to the limited number of green spaces in the surrounding environment, treelines along Sandyford Road provide ecological value for local birds and insects. Vegetation removal, including partial loss of treelines, may result from the Project and could slightly negatively affect the site's identified ecological features.* **Operational:** *No significant adverse operational-phase impacts on habitats are predicted because of the proposed Phase 1 development.*	**Impact after Mitigation:** *Following the full implementation of both the mitigation and recommended measures, the residual impacts on biodiversity are considered* ***imperceptible*** *to* ***not significant*** *for the proposed Project.*
Avoidance and Mitigation Measures	*Proposed mitigation measures are summarised below:* • *Existing vegetation was considered from the outset of the design process in order to minimise the impact of the development, particularly on existing trees.* • *Site engineering, drainage, ducts and other infrastructure has been designed to minimise impact.* • *Replacement planting is proposed as part of the landscape plans issued by Dermot Foley Landscape Architects.* • *The following mitigation measures are proposed: To protect trees to be retained, fell adjacent trees to be removed and grind out stumps in accordance with BS5837:2012;* • *Implement tree protection measures for trees to be retained in accordance with BS5837:2012 before any demolition or construction*	

	works proceed; • *Where required strip and store topsoil in accordance with BS4428:1989 and BS3882:2007;* • *Install proposed replacement and additional proposed planting and seeded areas in accordance with the Typical Soft Landscape Details issued by Áit Urbanism + Landscape Ltd s and included separately as part of this planning submission.* • *Install proposed tree, groundcover, grassland, and wetland planting in accordance with the proposed landscape plans;* • *Where temporary construction is needed, lighting will be directed away from retained vegetation and ecological corridors where practicable. Light spill outside the working area will be minimised.*	
Ecological Feature	**Birds**	
Nature of potential Impact *Minor Adverse Temporary*	**Construction:** *The partial loss of sections of treelines and hedgerows may be required to be removed to facilitate construction. If works take place during the breeding season, Minor adverse, non-significant temporary impacts to local breeding bird populations are likely in the absence of mitigation.* **Operational:** *As no further excavation or construction works are required during the operational phase of the proposed Project, no further habitat impacts are envisaged.*	**Impact after Mitigation:** *Following the full implementation of both the mitigation and recommended measures, the residual impacts on biodiversity are considered* ***imperceptible*** *to* ***not significant*** *for the proposed Project.*
Avoidance and Mitigation Measures	*Any trimming of vegetation should be carried out outside of the bird breeding season (March 1st – August 31st). If vegetation clearance must occur within the breeding season, then an Ecological survey will be required. This will examine the area(s) of construction/clearance no more than 48 hours before works. These surveys will determine the presence/absence of nesting birds, and if active nests are present, no cutting will take place. They will have the authority to include a buffer zone if needed until any species have moved location.*	

The EcIA report concludes:

> *'No significant adverse ecological effects are predicted as a result of the Proposed Development. No Annex I habitats or habitats of greater than high local ecological importance were identified within the development site. Furthermore, no rare, threatened or protected plant species listed in the Irish Red Data List (Wyse Jackson et al., 2016) or the Flora (Protection) Order 2022 were recorded during the ecological surveys.*
>
> *The Proposed Development is not anticipated to result in significant adverse effects on protected species or habitats of ecological importance. Nevertheless, in accordance with best ecological practice, any necessary tree or vegetation removal should, where practicable, be undertaken outside the bird breeding season (1 March to 31 August inclusive) to minimise the risk of disturbance to nesting birds. Where trees or other vegetation are removed, appropriate compensatory planting should be undertaken to offset habitat losses and maintain ecological connectivity.*
>
> *Subject to implementing these measures, no significant residual adverse ecological effects are anticipated during either the construction or operational phases of the Proposed Development. '*

2.2.10.2 Invasive Plants

The AA Screening establishes that the Dundrum Town Centre area comprises a heavily modified landscape, with the majority of vegetation cover consisting of non-native ornamental shrubbery. The AA Screening states that two species with a medium ecological impact, including butterfly bush (*Buddleja davidii*) and sycamore (*Acer pseudoplatanus*), were recorded during site visits. However, these species do not require any management actions.

No Third Schedule invasive species were identified within or directly adjacent to the proposed development site in either the AA Screening or EcIA Report. Regarding invasive plants, the EcIA Report concludes:

> *'...no rare, threatened or protected plant species listed in the Irish Red Data List (Wyse Jackson et al., 2016) or the Flora (Protection) Order 2022 were recorded during the ecological surveys.'*

2.2.11 Built Heritage and Protected Structures

There are no built heritage sites or protected structures identified within the proposed route; however, there are seven Sites and Monuments Records (SMR) and related SMR zones in proximity of the route, as shown in Figure 23 and described in Table 6 below.

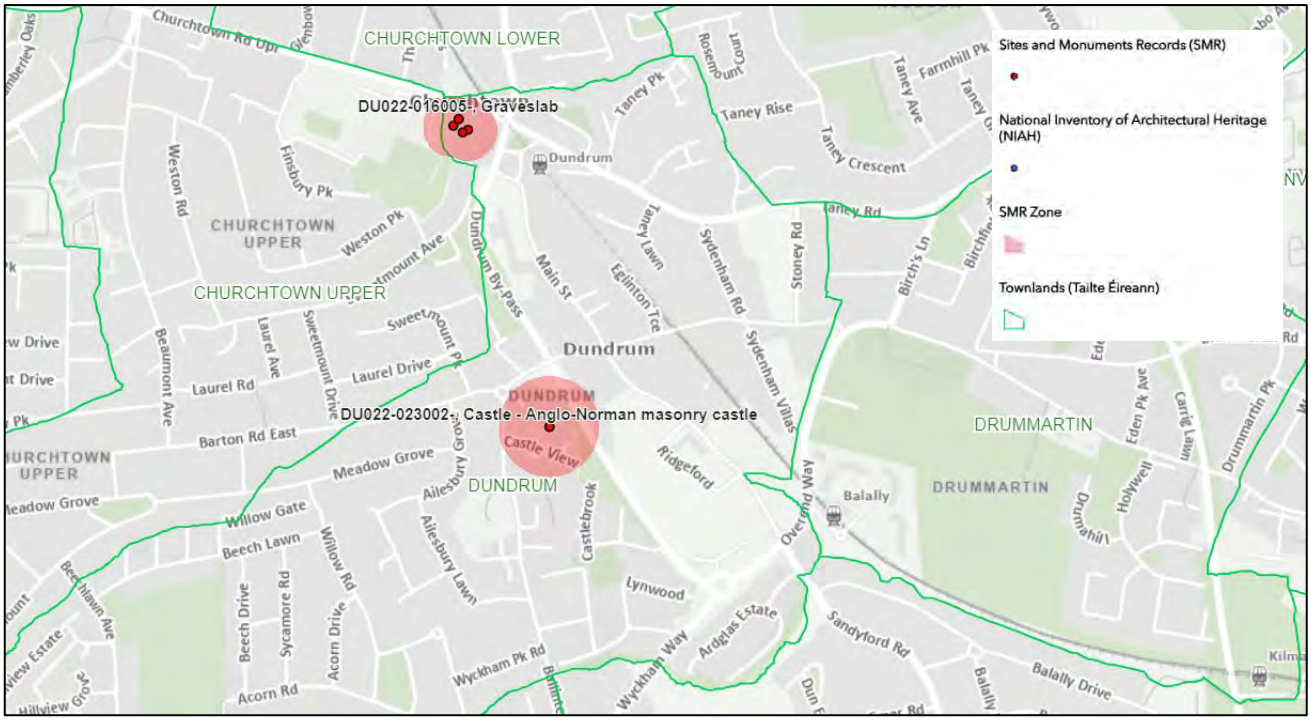


Figure 25: Built heritage, protected structures and SMR zones *(Source: Historic Environment Viewer, 2026).*

Five of these sites are associated with the Church of Ireland grounds to the northwest of Main Street, while the remaining two relates to the ruins of a former Anglo-Norman castle located within the grounds of the Dundrum Court housing estate on Castle View / Castle Court to the west of Sandyford Rd.

Table 7: NIAH and NMS Structures Proximate to and within the subject site

Ref.	Description	Location
	NMS Structures	
DU022-016001	**Ecclesiastical enclosure** The present St. Nahi's Church of Ireland (1760) at Taney occupies the site of an earlier church (DU022-016002-). A raised graveyard lies S of the present church (DU022-016003-). The ground falls away steeply to the NW and SW. Within the interior of the graveyard there is a distinct fall (D 3m), a berm with a further fall (5m) to the surrounding ground level. The distinct curvature in the SW section of the graveyard boundary may indicate the line of an early ecclesiastical enclosure. An Early Christian grave slab was recently exposed in the graveyard, fragments of which are kept in the present church (DU022-016005-).	Off site – Proximate to Main Street
DU022-016003	**Graveyard** A raised graveyard lies S of the present church (DU022-016002-). The ground falls away steeply to the NW and SW. Within the interior of the graveyard there is a distinct fall (D 3m), a berm with a further fall (5m) to the surrounding ground level.	Off site – Proximate to Main Street
DU022-016004	**Graveslab** An Early Christian grave slab was recently exposed in the graveyard, fragments of which are kept in the present St Nahi's church (L1.64m, Wth 0.46m, T 011-12m). The slab features an incised Saltire (?) cross formed by two sets of three lines radiating from a central cup mark. The central cup mark is quite faint (D 0.05m) (Corlett 220, 139-143).	Off site – Proximate to Main Street
DU022-016005	**Graveslab** Found in 2004 in the SW quadrant of the graveyard (DU022-016003-) (Swords, K. ed. 2009, 100). Comprises a portion of a Rathdown slab (L 0.70m, Wth 0.44m, T 0.15m). Decorated with a flat-bottomed cup-mark enclosed by three concentric circles. Three shallow lines radiate from the outer circleto the end of the slab. At the broken end there is part of an arc of a circle. The slab is located in St. Nahi's church.	Off site – Proximate to Main Street
DU022-016022	**Church** The present St. Nahi's Church of Ireland church (1760) at Taney occupies the site of an earlier church. Ball notes the association of this early church with St. Ossian and St. Lucan (1900, 191-192).	Off site – Proximate to Main Street
DU022-023001	**Castle – tower house** Dundrum castle is situated S-SW of the village on an E-facing ridge which overlooks the Slang River. This late 16th to early 17th century tower house built by Sir Thomas Fitzgerald incorporates part of a 13th/14th century castle (DU022-023002-). It rises to three storeys with parapet level marked by a string course. Built largely of randomly coursed granite blocks with dressed limestone used in window and door jambs. Entered at the S end of the E wall through a later doorway with rough hammer-dressed jambs under a segmental arch. The door is rebated and bolt holes are visible.	Off site – Proximate to Sandyford Road
DU022-023002	**Castle – Anglo Norman masonry castle** Situated on top of an E facing ridge overlooking the river Slang. Dundrum Castle is a late 16th-17th century tower house (DU022-023001-) which incorporates part of a 12th-14th-century castle exposed during excavations in 1988-91 (O'Brien 1987, 14; O' Brien 1989, 136-137). Built by Sir John de Clahull c. 1187, the earliest feature exposed is a section of fosse (Wth 7m, D 1.40m) that enclosed the top of the ridge. Finds included Leinster cooking ware, a buckle and a socketed arrowhead. Associated with this moat was a triple-slotted drawbridge with an entrance to a gatehouse extending from the drawbridge to part of the	Off site – Proximate to Sandyford Road

	outer wall of the early castle (Wth 2m). Part of a stone-lined watercourse runs under the base of the wall and the shaft of a garderobe was revealed within the wall. (Newman Johnson 2014).	
Ref. No.	**Description**	**Location**
	NIAH Structures	
n/a	**None identified.**	n/a

The Preliminary Conservation Assessment prepared by Fergal McGirl Architects states:

> *"The majority of the significance and heritage sensitivity of the study area is concentrated within the historic village core between Dundrum Cross and the northern end of Main Street…The characteristics of the village create the sense of three character areas being Dundrum Cross, the area in front of Holy Cross Church and the more loosely defined area to the north characterised by more varying building lines and building types from different eras."*

The report also identifies the proposed route as traversing the Dundrum Architectural Character Area (ACA), described as follows:

> *"The Dundrum ACA area retains a diverse, eclectic and interesting mix of high-quality historic buildings and the high degree of survival of the original character and layout of the individual buildings. This diversity lends an interesting quality to the area and contributes to the area's architectural character and interest. Terraced groups of buildings such as the Pembroke cottages create a level of homogeneity to the streetscape."*

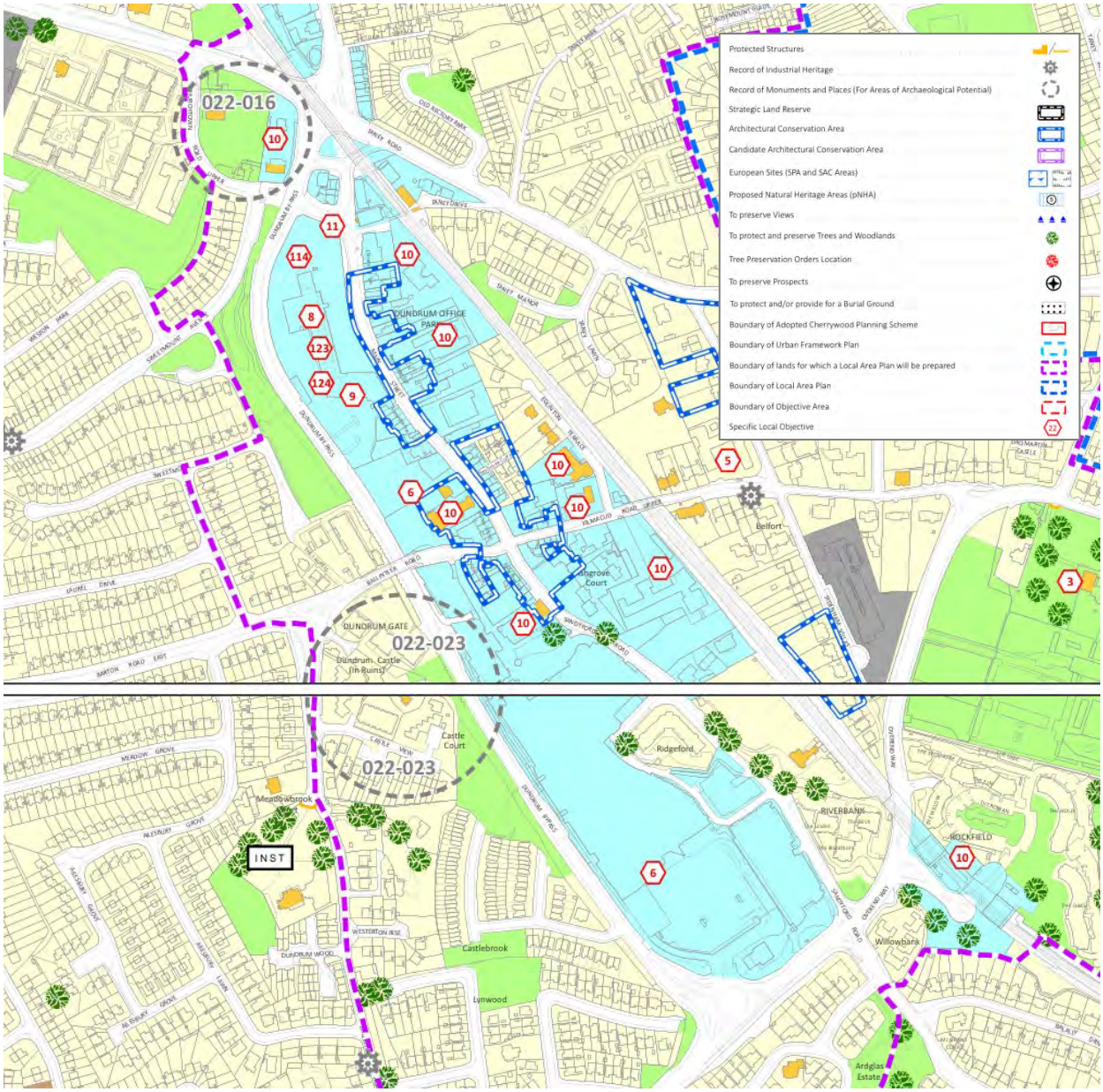


Figure 26: Extent of Dundrum ACA. *(Source: DLR CDP, 2022-2028).*

2.2.12 Traffic and Transport

Existing traffic conditions are addressed in the Part 8 & Preliminary Design Report (November 2026) prepared by DBFL Consulting Engineers, with a range of surveys conducted in February 2025. The junctions included in their assessment are:

- Main Street, Sandyford Road, Ballinteer Road and Kilmacud Upper – signalised junction
- Sandyford Road – Dundrum Town Centre car park access – non-signalised junction

Traffic conditions observed include:

- Main Street - The survey recorded a total of 2,782 vehicles entering Main Street during the 12-hour survey period, reflecting the existing northbound one-way traffic arrangement. During the AM peak hour (08:15–09:15), a total of 355 vehicles per hour were recorded entering Main Street. During the PM peak hour (16:30-17:30), the corresponding volume was 186 vehicles per hour.

- Sandyford Road - A total two-way traffic volume of 4,680 vehicles was recorded over the 15-hour survey period. The survey results identified an AM peak hour traffic volume of 319 vehicles between 08:30 and 09:30 and a PM peak hour traffic volume of 414 vehicles between 17:45 and 18:45.

2.2.13 Human Beings

2.2.13.1 Population

The Central Statistics Office (CSO) provides information on population and socio-economic aspects of the population residing within the areas that the proposed route runs through. 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 8 below.

Table 8. Population Change 2011-2022 *(Source: CSO)*

Location	2011	2016	2022	% Increase
Ireland - State	4,588,252	4,761,865	5,123,536	11.6%
DLR - County	201,074	218,018	233,860	16.3%
Local Electoral Area[8]	**2011**	**2016**	**2022**	**% Increase**
Dundrum LEA	37,743	37,452	31,861	-15.6%
Glencullen-Sandyford LEA	36,465	36,622	48,568	33.2%
Total	74,208	74,074	80,429	8.4%
Small Area	**2011**	**2016**	**2022**	**% Increase**
267081005 – Main Street (A)	155	181	173	11.6%
267079002 – Main Street (B)	192	206	207	7.8%
267080014 – Sandyford Road (C)	208	212	214	2.9%
267079001 – Sandyford Road (D)	253	246	457	80.6%
Total	**808**	**845**	**1,051**	**30.1%**

The total population of Dún Laoghaire-Rathdown recorded in the Census 2022 was 233,860 (Census 2016 was 218,018). The proposed route is located entirely within the Dundrum and Glencullen-Sandyford Local Electoral Areas which grew c. 8% from 2011 to 2022 (population in 2022 of 80,429).

At a local level, the route is adjoined by four Small Areas (i.e., SA catchment, as indicated in Figure 26 below) with a total population of 1,051 people recorded in 2022. Small Areas A (A267081005) and B (A267079002) adjoin the Main Street section of the route and have grown by c. 12% and c. 8% respectively since 2011, reflecting the relatively low residential population of the commercial high street. Sections C (A267080014) and D (A267079001) adjoin the Sandyford Road section of the route, with the most significant growth observed in area D to the south with an increase of c. 80%. This area includes the Herbert Hill apartment complex and older Riversdale Apartments blocks accessible from Sandyford Road. The remaining area C comprises the Dundrum Town Centre, with a minor population increase of c. 3% observed.

[8] Note that the boundaries of the LEAs were changed between the 2011-2016 and 2022 Census periods and are not directly comparable. The proposed route is located entirely within the Dundrum LEA in 2011 and 2016.



Figure 27: Extent of Small Areas which intersect proposed route. *(Source: CSO Viewer, 2026).*

The age distribution of the SA catchment area above shows a relatively young working population, with nearly 27% of residents falling within the 25-34 year age bands. Approximately 16.1% of the population are of school-going age (5-19), with 12.5% of retirement age (65+) as of 2022.



Figure 28: Age distribution of population in route catchment *(Source: CSO)*

The current distribution of means of travel in the Small Areas (A-D) adjoining the route is indicated in Figure 28 below. A total of 84 children were recorded as either walking or cycling to school while a total of 77 adults utilise these means of transport for travel to work.

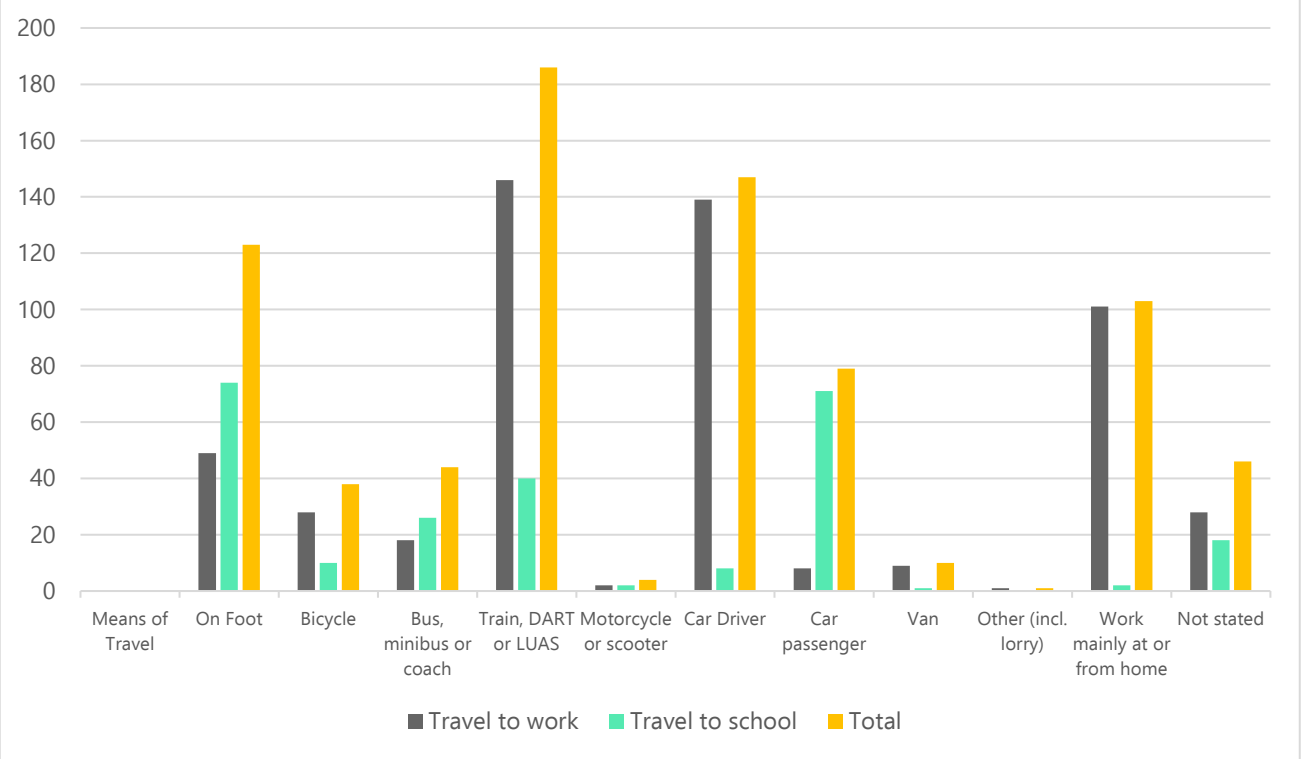


Figure 29: Population aged 5+ by means of travel within route catchment *(Source: CSO)*

2.2.13.2 Projected Population Growth

The County Development 2022-2028 Core Strategy reflects that population change in DLRC 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 in 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 9. 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 – 252,375[1]	250,550 – 258,375 [2]	32,550 – 40,375	2,713 – 3,365

Table 9 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.

2.2.13.3 Employment

Employment data for the area surrounding the site was collected by the CSO in 2016 and collated into workplace zones (WZ) for analysis. These WZs were created using Small Area boundaries, as identified Figure 29 below. The relatively high ratio of workers within the daytime population highlights the route area's function as a retail and services centre, with all but two of the WZs identified as having higher than 50% employment. The four workplace zones adjoining the Dundrum Shopping Centre (i.e., DR0181, DR0189, DR0191, DR0192) had greater than 90% employment, comprising c. 3,000 workers.

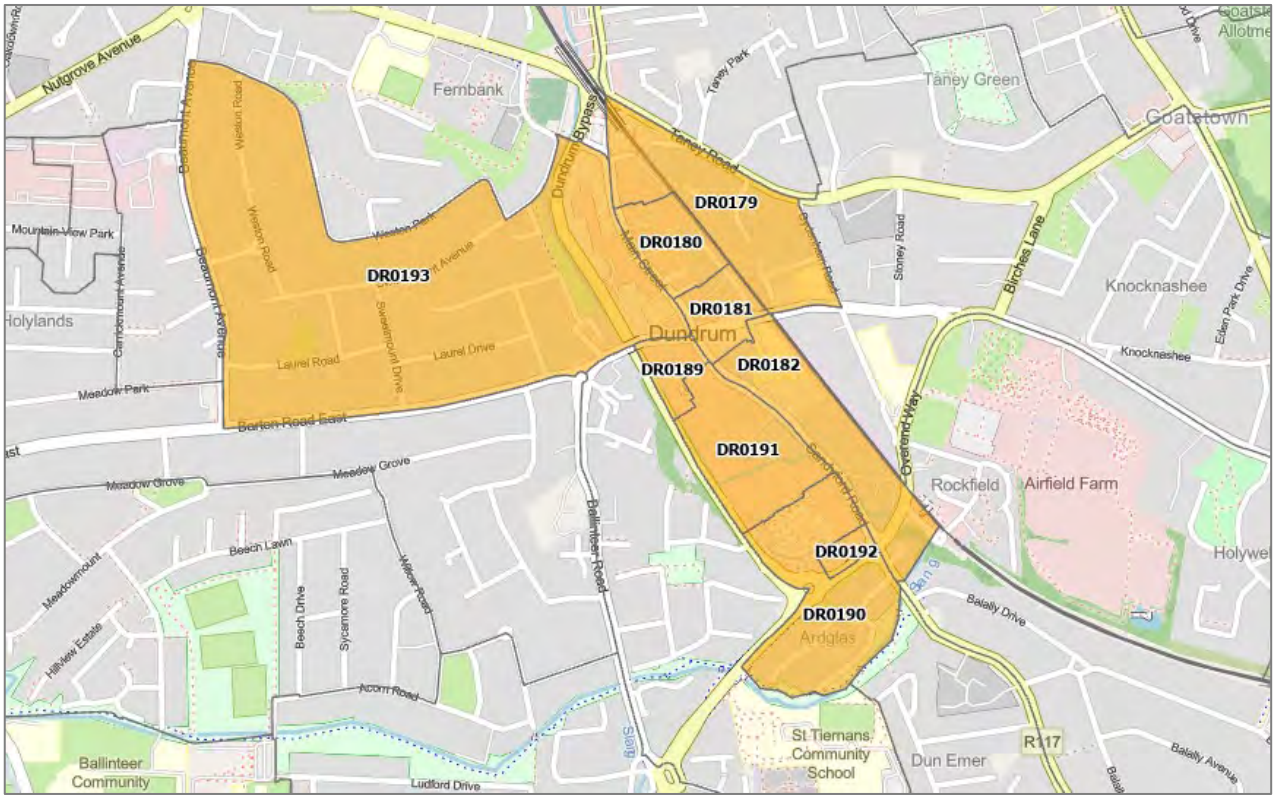


Figure 30: Workplace zones identified within the proposed route catchment *(Source: CSO, 2016)*

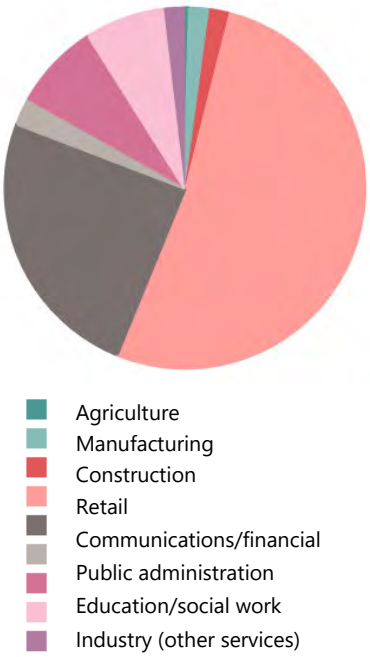
Table 10. Daytime employment per workplace zone *(Source: CSO, 2016)*

Workplace Zone	Small Area	Total Workers	Total Daytime Population	% Daytime Population Employed
DR0179	267079002 – Main Street (B)	288	347	83.0%
DR0180		259	459	56.4%
DR0181		180	189	95.2%
DR0182	267079001 – Sandyford Road (D)	206	482	42.7%
DR0189	267080014 – Sandyford Road (C)	339	339	100.0%
DR0190		332	529	62.8%
DR0191		2,116	2,145	98.6%
DR0192		373	374	99.7%
DR0193	267081005 – Main Street (A)	302	841	35.9%
-	**Total**	**4,395**	**5,705**	**77.0%**

Within the employed population, over 52% of workers were engaged in Wholesale, Retail Trade, followed by nearly 25% engaged in Information and Communication, Financial activities. Approximately 8% of workers were engaged in Education, Human Health and Social Work, with 7% were engaged in Other Service Activities within the area. All other industries comprised c. 2% or less of the total workforce (see Table 11).

Table 11. Daytime employment by industry *(Source: CSO, 2016)*

Industry	Total Workers	% Total
Agriculture, forestry and fishing	4	0.1%
Manufacturing, mining and quarrying	77	1.8%
Construction	79	1.8%
Wholesale, Retail Trade	2,316	52.7%
Information and Communication, Financial	1,090	24.8%
Public Administration and Defence; Compulsory Social Security	92	2.1%
Education, Human Health and Social Work Activities	349	7.9%
Other Service Activities	315	7.2%
Not stated	73	1.7%
Total	**4,395**	**100.0%**



2.2.13.4 Schools and Childcare

Education facilities immediately adjoining the proposed route include the Holy Cross School (primary level), Ashfield College (secondary level), which are both located within the Sandyford Road portion of the route. Holy Cross School is accessible by pedestrians and cyclists via the Sandyford Road Car Park, with access to Ashfield College for pedestrians via the Overend House entrance on Sandyford Road, across from the Riversdale

Apartments gate. Third level facilities are also available within Dublin College Dundrum (formerly Dundrum College of Further Education), which is accessible by both pedestrians and cyclists from the Main Street section of the route. In addition to the educational services listed above, Dundrum Montessori & After School provides childcare services within Holy Cross School.

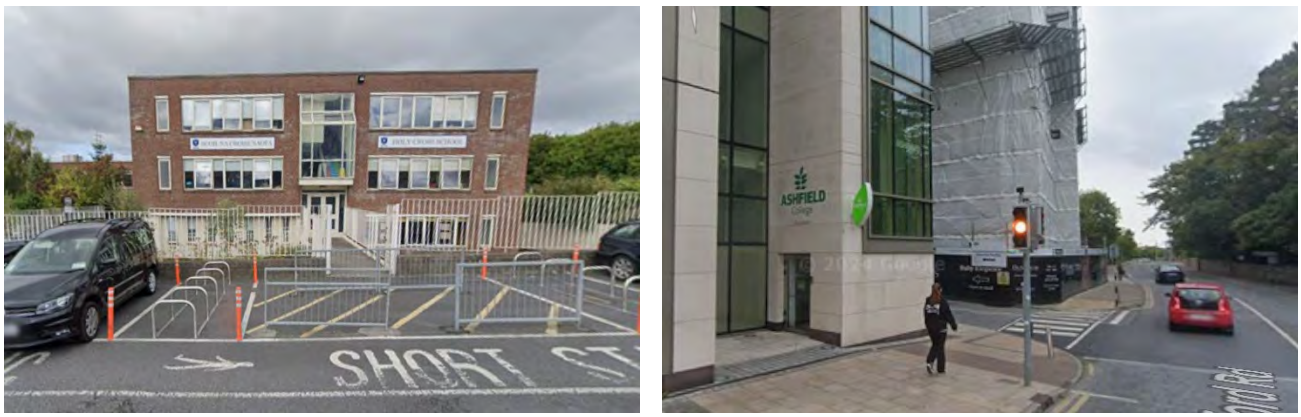


Figure 31: Educational facilities along proposed route including Holy Cross School and the Ashfield College. *(Source: Google Maps, accessed September 2026).*

2.2.13.5 Retail, Recreation and Amenity

There are a number of commercial activities in close proximity to the site. Dundrum Shopping Centre is a major retail destination for the southern suburbs, with more than 100 retailers and over 40 restaurants, cafes and bars located within the centre. Extending north along the Main Street from the SC is the older commercial centre of Dundrum, the Village Centre, along with a range of smaller convenience retailers, takeaways, pubs and local services.

A range of leisure facilities are located within and in close proximity to the shopping centre, including the DLR Mill Theatre Dundrum and Movies @ Dundrum cinema, the Lane7 bowling alley and Rainforest Adventure Golf facility. The Miss Ali Stage School is also located within Dundrum Shopping Centre, accessible from a small laneway off Sandyford Road. A number of fitness centres are also available to residents of the area, including Flyefit Dundrum (accessible from Sandyford Road), along with FFS Dundrum and Educogym Dundrum within the shopping centre. One publicly accessible playground is also located within Dundrum Town Centre, with additional private playground and sports grounds identified within Holy Cross School and Herbert Hill Apartments.

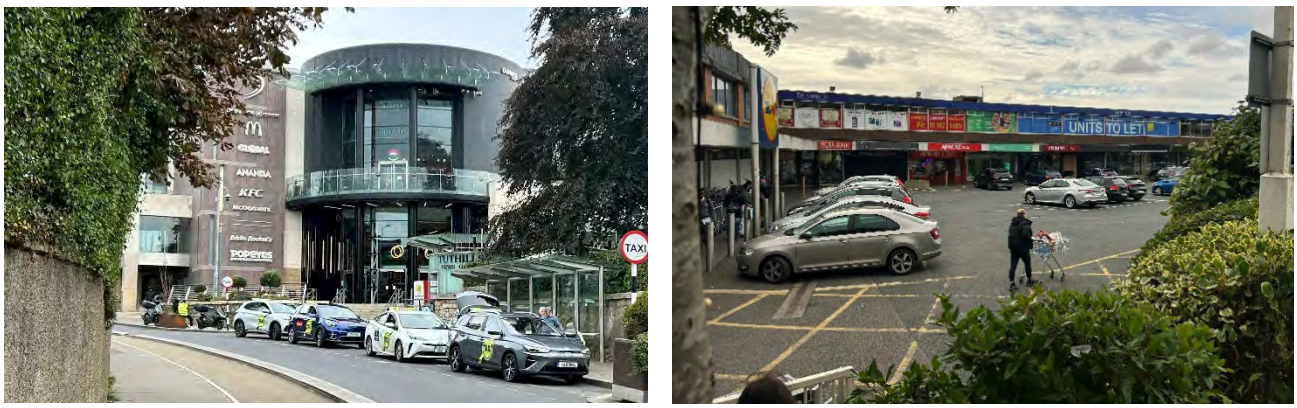


Figure 32: Major retail facilities along proposed route including Dundrum Shopping Centre and the Village Centre. *(Source: MDB, September 2026).*

2.3 Planning Permissions and Relevant Schemes

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. There are 22 relevant applications identified within a c. 50m buffer of the proposed route (see Figure 32 below) which have been granted permission for development, including two applications from An Coimisiún Pleanála's (ACPs) planning application portal, and twenty applications from DLRCC's planning application portal Five of these applications relate to residential applications of scale, with the remainder comprising minor works to Dundrum Town Centre, other retail, office or commercial properties or individual dwellings along the route (see Section 2.3.1 for detail.)

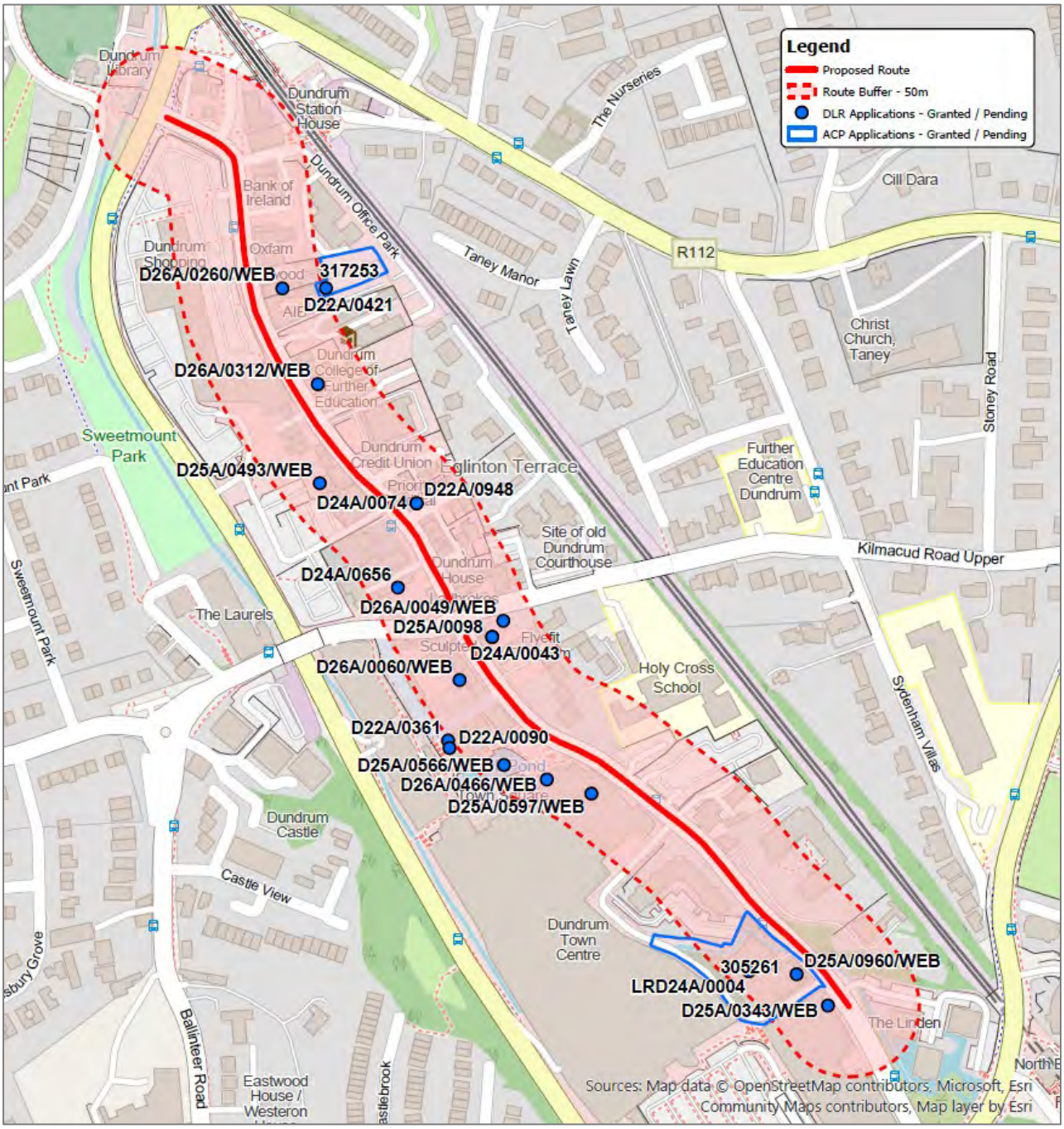


Figure 33: Relevant planning applications granted permission or pending decision in the context of subject site *(Source: DLR and ACP, as accessed September 2026.)*

2.3.1 DLRCC and ACP Planning Applications

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. These applications are identified in Figure 32 above and listed in Table 12 below:

Table 12: Relevant Planning History (surrounding area). *Source: DLRCC and ACP, September 2026.*

Application Ref.	Type	Development Address	Development Description	Decision
Sandyford Road				
ACP305261	SHD / LRD	Building 5, Dundrum Town Centre, Sandyford Road	SHD: 107 no. apartments, cafe and associated site works	Grant permission with conditions
ACP30526119/E	SHD / LRD Ext. Duration	Building 5, Dundrum Town Centre	EOD: 107 no. apartments, cafe and associated site works	Grant extension of duration
LRD24A/0004	SHD / LRD Amendment	The Ironworks, Building 5, Dundrum Town Centre	Modifications to a permitted SHD (ABP305261) - Construction of a ventilation stack at podium courtyard level with plant rooms	Grant
LRD24A/0919/WEB	SHD / LRD Amendment	The Ironworks, Building 5, Dundrum Town Centre	Modifications to a permitted SHD (ABP305261) – Comprising roofs and terraces, ground floor entrances and louvres, windows, balconies, ESB substation and miscellaneous	Grant
ACP317253 (D22A/0421)	Housing	Site to the south of Dundrum Office Park and to the rear of 7, 8 and 9 Main Street	Construction 21 no. apartments and all associated site works.	Grant permission with revised conditions
D26A/0466/WEB	Minor	Building 9 (Cinema Rotunda), Dundrum Town Centre	Installation of digital LED Screen (8m x 9m) on the northern elevation of Building 9 rotunda addressing Town Square (including removal of 2no. existing tenant signs)	Grant
D25A/0597/WEB	Minor	Building 9, Unit CSA1.2/ CSA1M.2, Dundrum Town Centre	Subdivision, internal reconfiguration and change of use of the former PMacs pub/ nightclub to create two separate units	Grant
D25A/0566/WEB	Minor	Dundrum Town Square, Sandyford Road	Erection of a temporary suspended platform (200sqm max) over the Millpond to accommodate Santas grotto and ancillary accommodation	Grant
D26A/0060/WEB	Minor	1-5, Ashgrove Terrace, Dundrum Town Centre	Subdivision and amalgamation of existing accommodation to create 2 new units, signage and all associated site and development works.	Grant
D25A/0343/WEB	Minor	Block 4, Dundrum Town Centre, Sandyford Road	Mounted signage over Block 4 main entrance, 2no. double sided tenant directory signage zones on entrance pillars and steel framed glass division screen	Grant
D22A/0361	Minor	Unit CSF.G1, Building 10, Dundrum Town Centre	Change of use from betting office (vacant) to cafe/restaurant use	Grant

D22A/0090	Minor	Civic Square (Starbucks), Building 10, Dundrum Town Centre	Permission for new advertisement signage	Grant
D25A/0960/WEB	Minor	Unit 1A, The Ironworks, Sandyford Road	[1] enlargement of the previously permitted external café/ restaurant seating area [2] tenant signage for the existing café/ restaurant [3] retention of a new building mounted car park directional sign	Grant
D26A/0049/WEB	Minor	1, Eagle Terrace, Kilmacud Road Upper	a) Demolition of outbuildings to the rear of existing dwelling; b) Single storey flat roof extension to the rear with 1no. rooflights and all associated site works.	Grant
D25A/0098	Minor	PYE Dundrum, Eagle Terrace / Ashgrove Terrace, Sandyford Road	New external dining terrace (97.9sqm) at first floor level, new door and window in an existing southeast gable wall at first floor level, new 2.2m high acoustic panels fence enclosure.	Grant
D24A/0043	Minor	PYE Dundrum, Eagle Terrace/Ashgrove Terrace, Sandyford Road	Retention of the extension of the open courtyard/beer garden, external fire escape staircase, retractable roof structure and awning, one bed staff apartment at first floor level. New 1.1m guard rail at first floor level, external private amenity space, 2.2m high acoustic screen	Grant Permission & Grant Retention
Main Street				
D26A/0312/WEB	Minor	14, Main Street, Dundrum	Change of use of part of the ground floor and the entirety of the first floor from residential use to office use and all associated site works and services	Grant
D26A/0260/WEB	Minor	8, Main Street, Dundrum	New shopfront including new internally illuminated signage, entrance door, incl. change of use from Retail to Coffee shop	Grant
D25A/0493/WEB	Minor	15A, Main Street, Dundrum	Demolition of existing 2 storey derelict building (224sqm)	Grant
D24A/0656	Minor	1, Maher's Terrace, Main Street	Change of use from the existing retail outlet to a youth services facility run by Crosscare including necessary internal alterations to the building and associated site works in the rear courtyard	Grant
D24A/0074	Minor	7, Pembroke Cottages, Main Street	Amendments to previously granted D22A/0948 consisting of refurbishment works to the side and street-facing elevations of the existing dwelling which lies within an ACA	Grant
D22A/0948	Minor	7 Pembroke Cottages, Main Street	Demolition of a single storey rear extension and the construction of a two-storey extension	Grant

2.3.2 DLR Active Travel Routes

Three other relevant transport infrastructure projects were identified as being under development in the vicinity of the proposed project. The relevant active travel routes identified within the vicinity of the Dundrum Living Streets project are as follows:

Table 13: Relevant Active Travel schemes (surrounding area). *Source: DLRCC, 2026.*

Scheme	Development Description	Status
DLR Connector	Proposed Active Travel Project comprises an orbital cycle route running east to west across the southern area of south Dublin city from Dundrum to Monkstown / Dún Laoghaire.	Planned Non-statutory consultation closed July 2025
Taney Road to N11 Active Travel Route	Active travel scheme along the R112 between Dundrum and Stillorgan Road. The scheme is focused on improving safety, reducing motorised traffic speeds, and upgrading active mobility infrastructure.	Planned Non-statutory public consultation closed June 2022
Slang River Greenway Route	Enhanced walking and cycling route from Sandyford Road in Dundrum to Marlay Park alongside the River Slang. Total length of 4.6km (3.0km to Marlay Park).	Completed

The proposed DLR Connector Active Travel Route was subject to non-statutory public consultation from 3rd June to 15th July 2025 and is now in the final design stages of pre-planning. This route will intersect the proposed Dundrum Living Streets project at Junction 3 – Main Street / Kilmacud Road Upper / Sandyford Road / Ballinteer Road (see Figure 33and Figure 34). Other relevant active travel routes proposed within the area include the Slang River Greenway Route which has been completed to the southwest of the site and the planned Taney Road to N11 Route to the northeast.



Figure 34: Overview of DLR Connector (Nutgrove – Stillorgan section) linking to the proposed route *(Source: DBFL).*

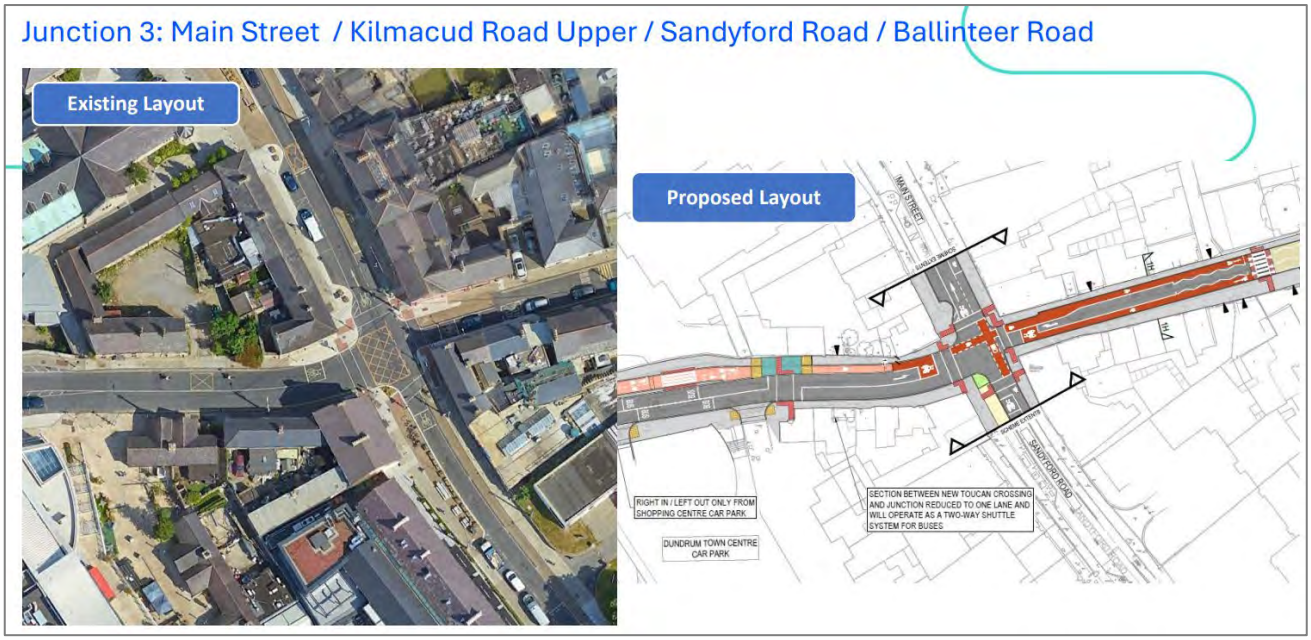


Figure 35: Section of DLR Connector Junction 3 linking to the proposed route *(Source: DBFL).*

3. PLANNING POLICY

3.1 National Policy

3.1.1 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.

3.1.2 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 the Dundrum Bypass, through Dundrum Village and on to Dundrum Town Centre, facilitating both cycling and pedestrian access to current and future employment centres, educational facilities, residential areas and services along the route. 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.

3.1.3 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 within Dundrum Village. 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.

3.1.4 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 that it will deliver safer cycling infrastructure and public realm improvements thereby promoting cycling as an attractive mode of transport. The proposed scheme will use low traffic streets to deliver safe infrastructure that is accessible to all potential users and will connect urban users with major employment centres, educational facilities and amenity uses. The proposed landscaping measures will also promote biodiversity along the route.

3.1.5 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.

3.1.6 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 urban residential areas with employment centres, educational facilities and amenity uses.

3.1.7 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.

3.2 Regional Policy

3.2.1 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 Living Streets project will increase the share of active travel modes, reducing reliance on private vehicles, and additionally connect Dundrum Village with other existing and proposed active travel routes linking Nutgrove to the west and Stillorgan and Dún Laoghaire to the east.

3.2.2 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 within Dundrum Town Centre. Lighting and design standards will be adhered to while enhanced pedestrian crossings at Dundrum Crossings and throughout the route area included in the scheme.

3.2.3 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.

Proposed Scheme Response:

The Dundrum Living Streets project is a walking and cycling improvement scheme, which would connect urban residential areas to employment, education and amenity facilities a safe, accessible and attractive active travel 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 as a 'Secondary' route connecting 'Primary Orbital' and 'Primary Radial' routes.



Figure 36: GDA Cycle Network Plan 2022 - Dublin South-Central (Source: NTA).

3.3 Local Policy

3.3.1 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).

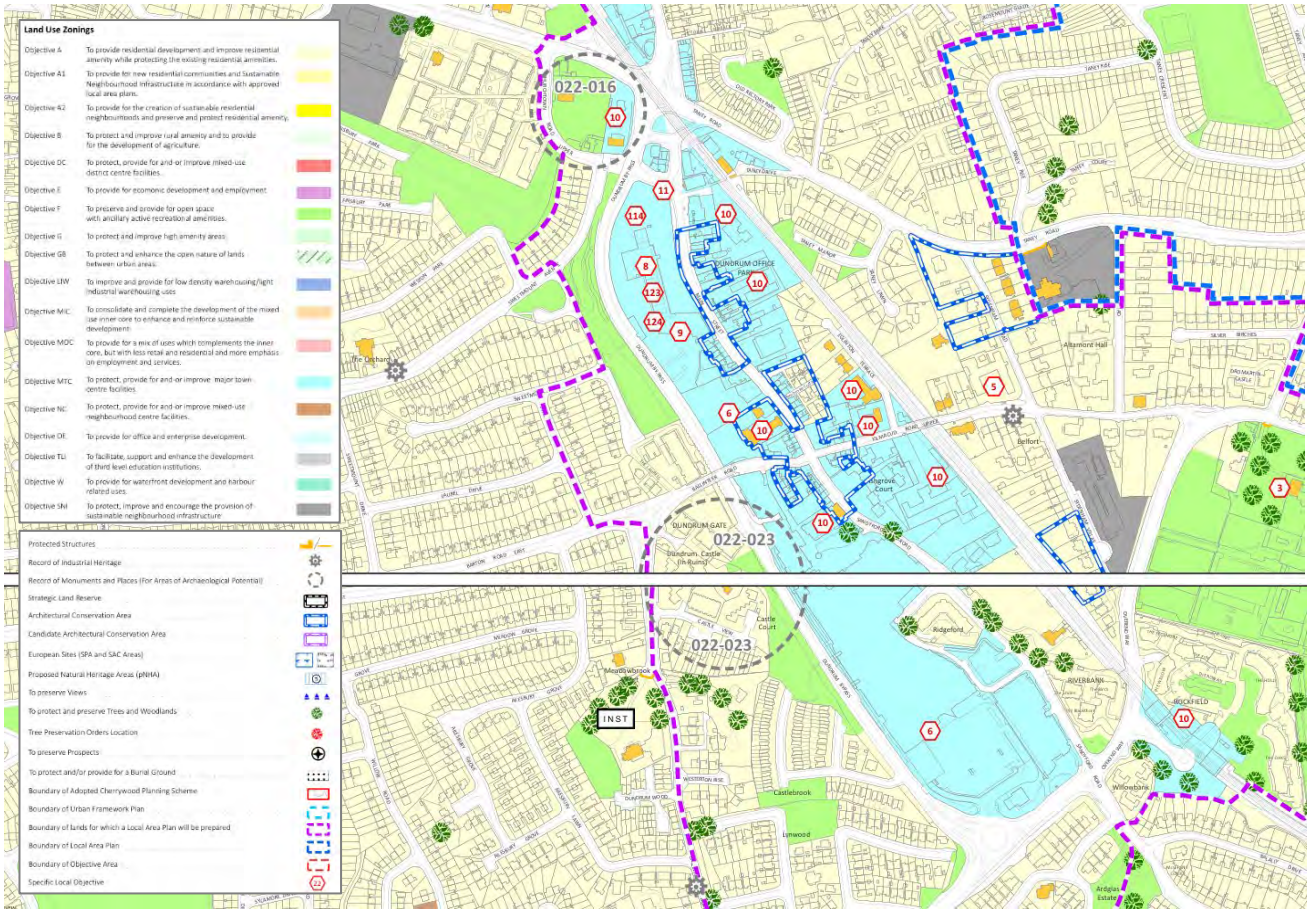


Figure 37: Land Use Zoning along proposed route under DLR CDP 2022-2028, extract from Maps 1 and 5 *(Source: DLRCC)*

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 enhance the existing cycling and walking infrastructure within Dundrum Village 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 for Major Town Centre uses with connections to the street network on existing roadways.

3.3.2 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 38: Active School Travel graphic *(Source: DLRCC)*

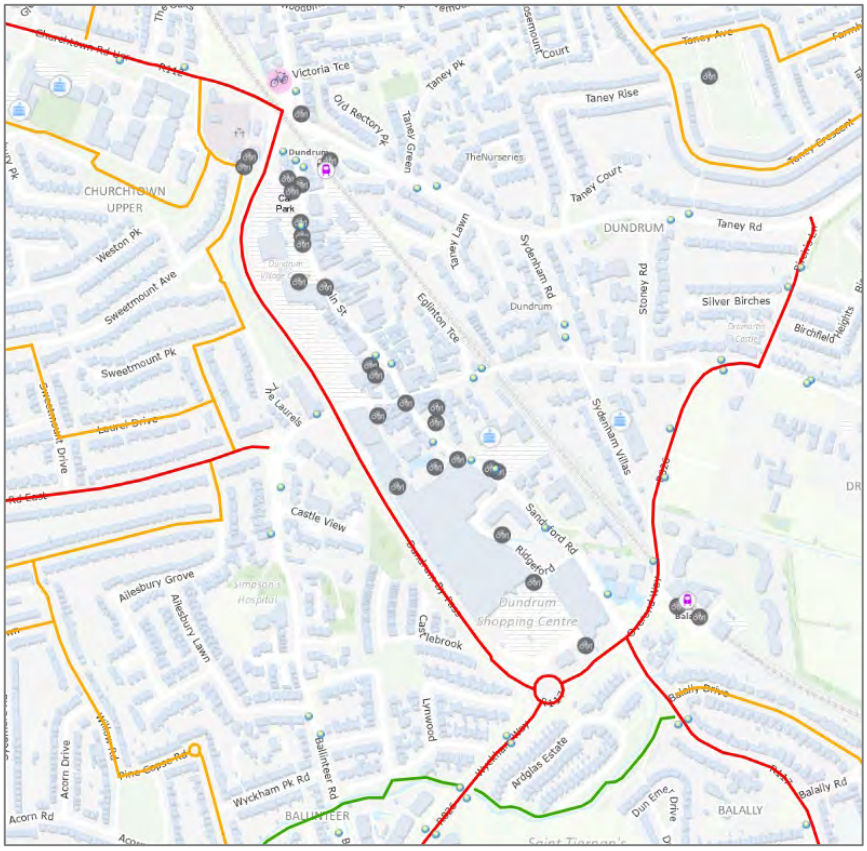


Figure 39: Active School Travel routes *(Source: DLR)*

Proposed Scheme Response

The proposed scheme contributes to the aim of DLRCC's Active School travel Initiative, by integrating existing sections of the active travel network laid out by DLRCC. The route will link the Dundrum Village Main Street with the Dundrum Bypass to the north and provide access to both Holy Cross School and Ashfield College, as well as Dublin College Dundrum (former Dundrum CFE) from the adjoining residential areas, particularly the apartment complexes to the south. Connections to other educational facilities via the Dundrum Living Streets project will also be improved once the DLR Connector Active Travel route is completed, with direct access from the proposed scheme.

3.3.3 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 an enhanced cycling and walking route connecting the village Main Street with a major retail centre to the south on Sandyford Road. The proposed scheme will promote low carbon active travel and sustainable journeys from adjoining residential areas and educational facilities.

3.3.4 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 enhancing connectivity to local schools, services and amenities, and surrounding residential estates by sustainable modes. The proposed works includes upgraded pedestrian crossings and bus stops and will integrate with other proposed active travel projects in the area.

3.3.5 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 proposed development is located in the proximity of the Ticknock to River Dodder wildlife corridor. 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 landscaping improvements included with the proposed scheme.

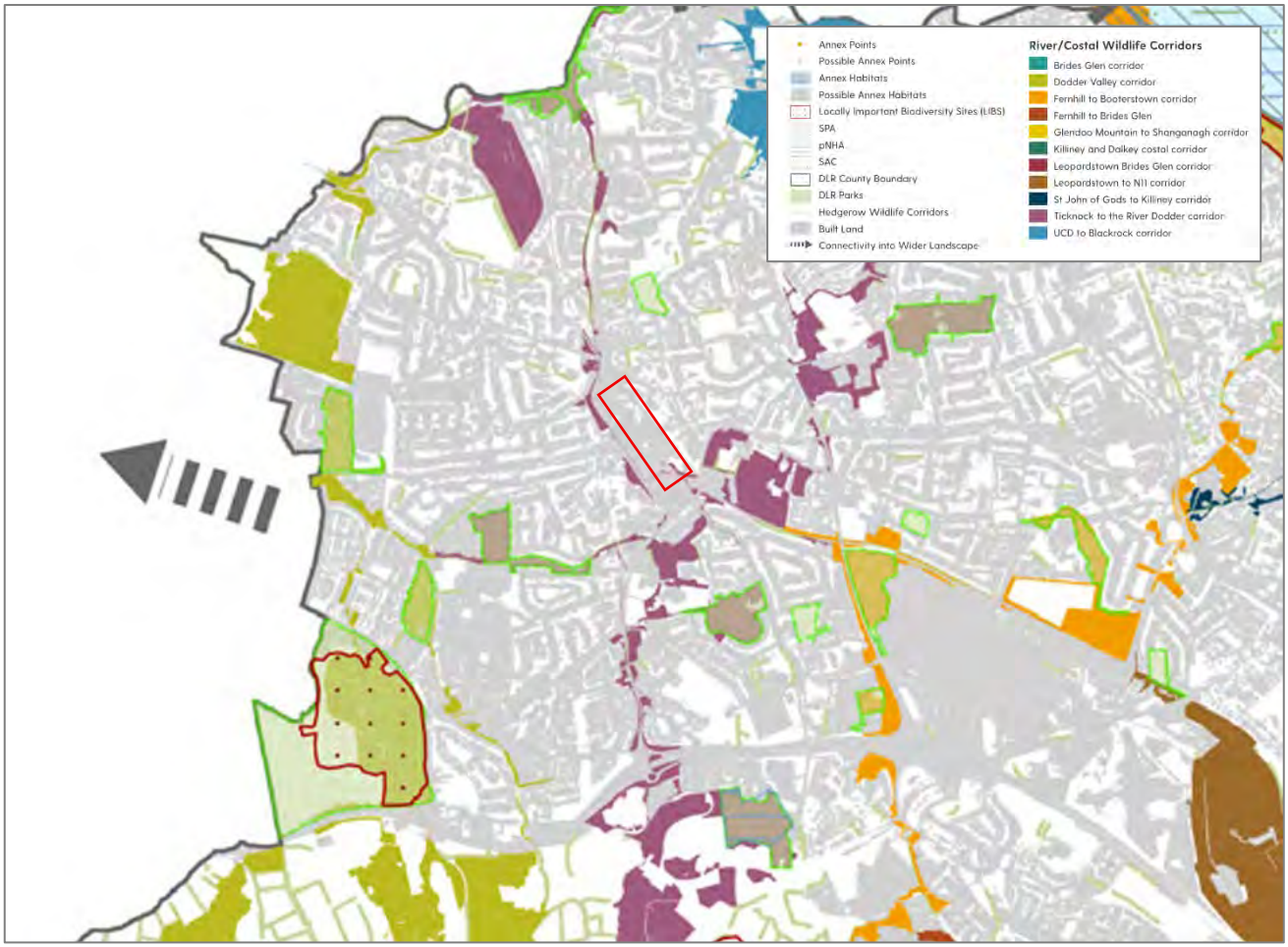


Figure 40: Extract of DLR Ecological Network map, indicative location of proposed scheme outlined in red. *(Source: DLRCC Biodiversity Action Plan 2021-2025)*

4. PROPOSED DEVELOPMENT

4.1 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 an active travel route 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 planning for the DLR Connector Active Travel scheme. Going forward, the Dundrum Living Streets route will connect to this development, extending into the Nutgrove area to the west and Stillorgan and Dún Laoghaire areas to the east, and contributing to a more cohesive network of cycling infrastructure in DLRCC.

4.2 Project Route Description

The proposed Phase 1 of the Dundrum Living Streets project comprises a linear cycle and pedestrian route of approx. 802m, running from the entrance to Main Street from Dundrum Bypass to the north, through the Dundrum Crossings signalised junction to Sandyford Road and terminating at the Riversdale apartment complex to the south. This project aims to retain the existing one-way northbound traffic on Main Street / Sandyford Road and improve public amenities, infrastructure improvements and enhanced active travel options. Temporary fixtures will be replaced with quality landscaping including new paving, planting and seating. This will deliver a high-quality, welcoming urban centre for Dundrum, with accessibility and sustainability at the heart of the project, improving Main Street& Sandyford Road for residents, visitors and businesses alike.

The proposed route will be delivered across three areas (see Figure 40 to Figure 42 in Section 4.3 to follow) and construction will involve the laying of pathways and cycle tracks both through and around Dundrum Village, Dundrum Shopping Centre, local residential streets and parking areas.

4.3 Proposed Scope of Works

The proposed works will involve the development of a permanent public realm scheme, including segregated paths for both pedestrians and cyclists through a developed urban area. The development works are primarily confined to the existing road corridors and adjacent hardscape areas and will be constructed on existing pedestrian and vehicle routes. This will include one crossing over the proposed DLR Connector Active Travel Route.

The scheme will be designed in accordance with the relevant guidelines (e.g. Design Manual for Urban Roads and Streets and the Cycle Design Manual), to provide high-quality paving, landscaping and streetscape improvements appropriate for the development of secondary urban routes.

4.3.1 Section 1 – Main Street

The proposed works on Main Street retain the layout of the street as it has operated since the temporary measures were introduced in 2020 and transition it to a permanent public realm scheme. The one-way northbound arrangement for general traffic is retained from Dundrum Cross to the Old Dundrum Shopping

Centre access, as is the existing two-way operation over the northern c. 90m of the street to the Dundrum Bypass junction, with existing bus routes and stops, on-street parking, loading bays and servicing access maintained. The segregated southbound contra-flow cycle track is retained and upgraded along the full length of the street, with northbound cyclists continuing to share the traffic lane with general traffic, and the existing footpaths and pedestrian crossings are retained and enhanced. The temporary materials are replaced with high-quality paving, landscaping, seating, cycle parking and streetscape improvements, with tree planting and SuDS planting provided where feasible to connect to the mature tree line on Sandyford Road.

The traffic lane is approximately 3.2m wide and the contra-flow cycle track approximately 2m wide. The majority of on-street parking is retained, the existing accessible parking space is relocated and additional EV charging and age-friendly parking spaces are provided, and cycle parking is increased from 9 to 12 stands. A new plaza is created in front of Holy Cross Church, with a distinctive paving treatment extending across the carriageway, circular paving reflecting the church forecourt, seating, landscaping and tree planting with delineation of pedestrian, cycle and vehicular areas. The three existing ash trees at the northern end of the street are to be removed and replaced with alternative street tree species, and the undergrounding of the overhead ESB lines is being investigated with ESB Networks, with public lighting moved from the ESB poles onto independent columns.

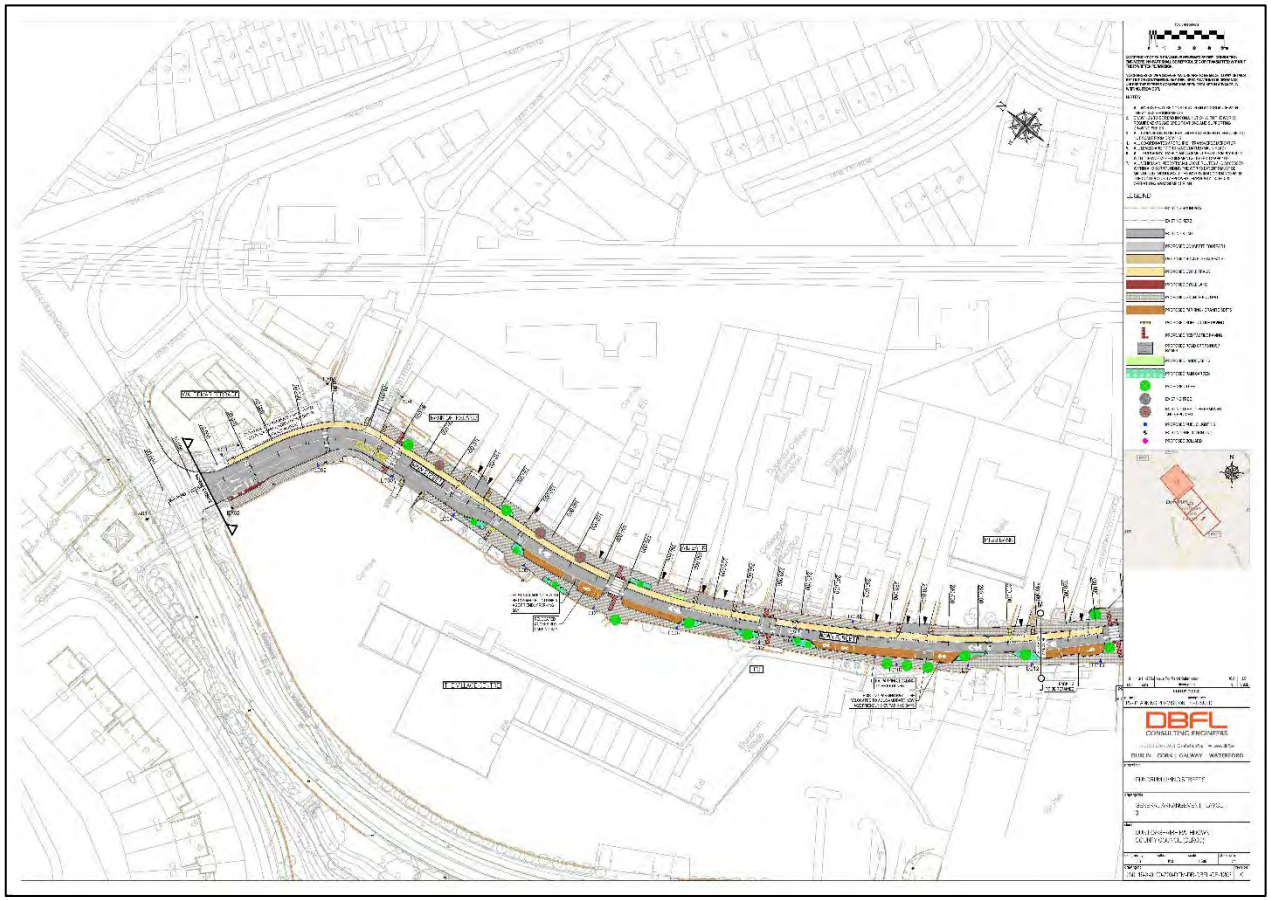


Figure 41: Dundrum Living Streets, Section 1 – Main Street. *(Source: DBFL)*

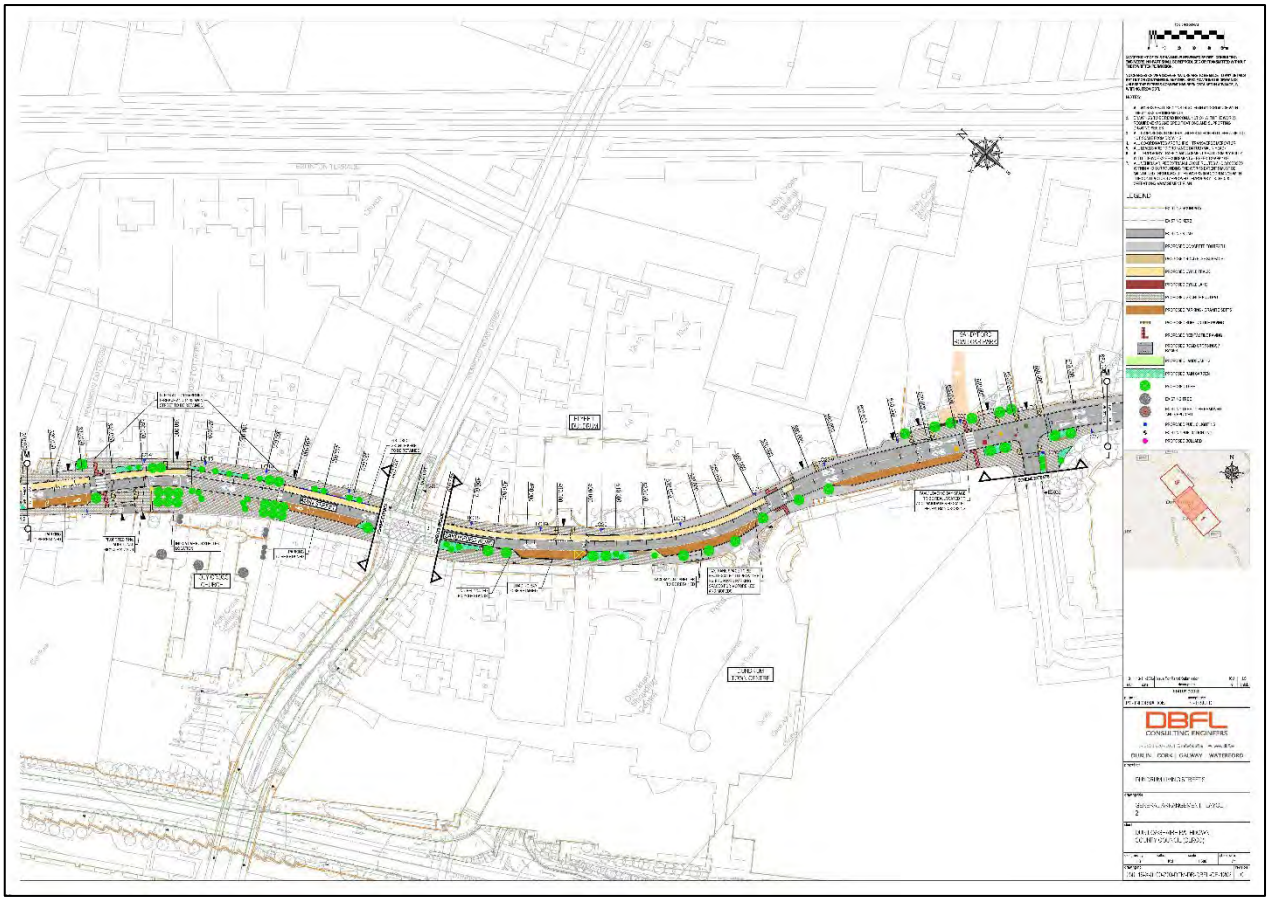


Figure 42: Dundrum Living Streets, Sandyford Road / Main Street Junction (Dundrum Cross). *(Source: DBFL)*

4.3.2 Section 2 – Sandyford Road

The proposed works on Sandyford Road follow the existing arrangement of the street from Dundrum Cross toward the south. At the northern end of the route the single northbound traffic lane and the segregated southbound contra-flow cycle track are retained and made permanent, with the footpaths and paving on both sides upgraded as part of the wider public realm scheme. From the pedestrian entrance to Dundrum Shopping Centre toward the Sandyford Road car park and the apartment complexes beyond, the street continues to operate as a two-way carriageway shared by cyclists and general traffic, with the carriageway narrowed, footpaths widened and on-street parking retained where practicable.

The scheme terminates at the entrance to the Riversdale Apartments and Overend House, where it ties into the existing two-way arrangement of the street to the south. The two-way segregated cycle track between this point and the Sandyford Road / Wyckham Way / Overend Avenue junction, does not form part of this scheme and is to be progressed separately. The existing pedestrian crossings within the section are upgraded and existing bus services and stops are retained, while the footpaths and public realm are finished in high quality materials with additional landscaping and tree planting where space allows, strengthening the existing line of mature trees along Sandyford Road. At the Sandyford Road car park entrance, school zone measures are incorporated and the existing pedestrian crossing is relocated to align with the new footpath through the centre of the car park, providing a more direct route to Holy Cross National School. Parking bays for motorcycles and mopeds are provided outside the Dundrum Town Centre entrance, and the four existing cycle stands on Sandyford Road are retained.



Figure 43: Dundrum Living Streets, Section 2 – Sandyford Road. *(Source: DBFL)*

5. PRELIMINARY EXAMINATION

5.1 Methodology

This section sets out the legislative basis for 'Screening' so as to decide whether or not the Living Streets 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 43 below.

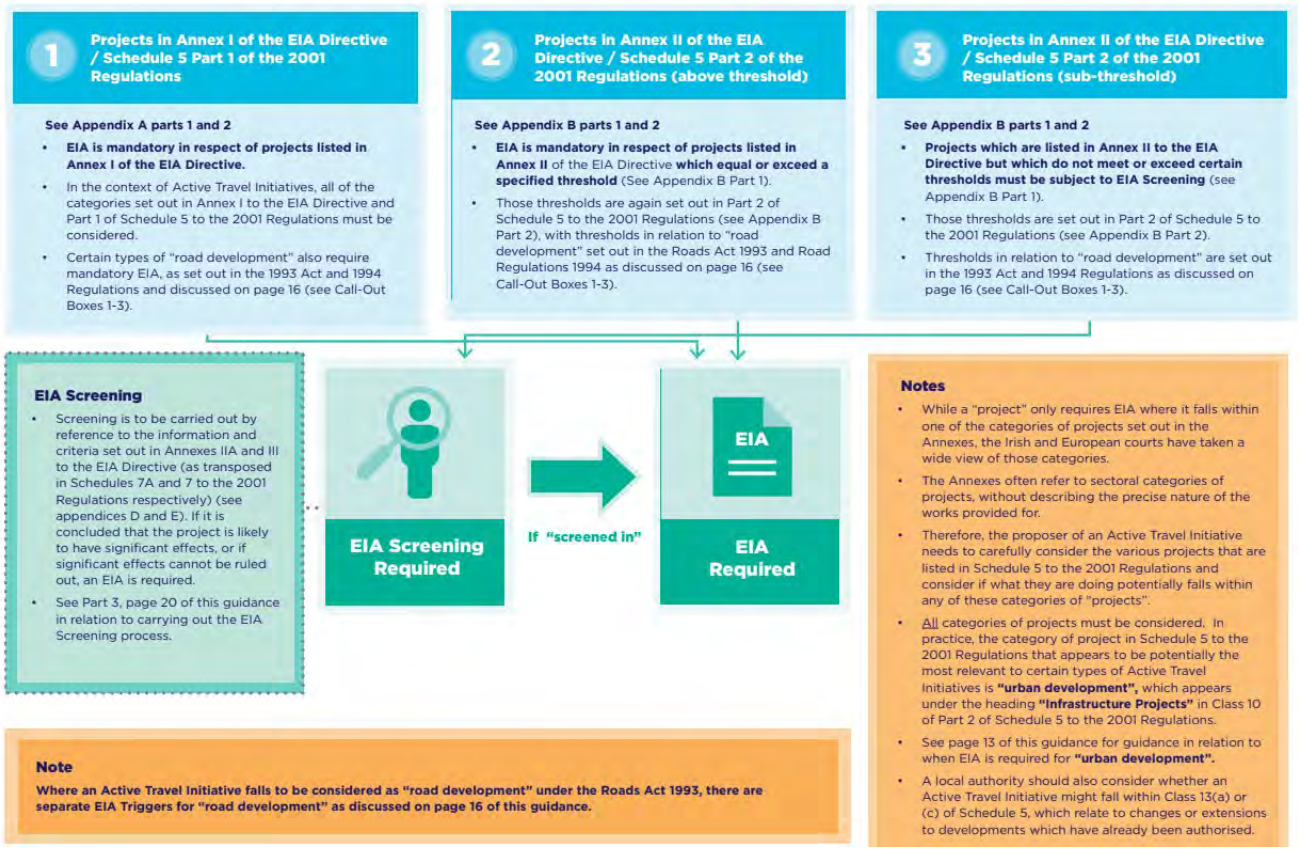


Figure 44: Triggers for EIA and EIA Screening of Active Travel Initiatives *(Source: NTA)*

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 44, Figure 45 and Figure 46.

5.2.1 Step 1: Understanding the Proposal



Figure 45: 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 14).

It is noted that the Draft Planning and Development (Part 6) (Screening Classes, Thresholds, Criteria and Examination) Regulations 2026, Schedule 2, will, when commenced alter the definition of thresholds for '10. Infrastructure', so as to define the Urban Development Threshold as "Urban Development (excluding small transport projects)."

Table 14. 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. (iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres. (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.)	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 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 1.19ha (linear alignment) located in a *business district*. **Mandatory Threshold Trigger not reached.**

[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.

(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, Ecologistas en Acción-CODA, 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. 802 metres and therefore does not exceed the 2000 metre length limit. **Mandatory Threshold Trigger not reached.**

It is noted that the Draft Planning and Development (Part 6) (Screening Classes, Thresholds, Criteria and Examination) Regulations 2026, Schedule 2, will, when commenced alter the definition of thresholds for '10. Infrastructure', so as to define the Urban Development Threshold as "Urban Development (excluding small transport projects)." Under the new Regulations, development which would involve an area less than 1.5 hectares in the case of a business district, is considered not to require a 'Screening Report'. Overall, the new regulations (when commenced) do not impose a higher threshold than that existing and considered above.

Section 50(1)(b) and (c) of the Roads Act, 1993 allows for ACP to direct the road authority to prepare an EIAR where it considers that a proposed road development would be likely to have significant effects on the environment. Table 15 below addresses the categories under the Roads Act, 1993 and Regulations, 2019 considered relevant to the proposed development.

Table 15. 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 amendedF0F[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	Prescribed by Article 8 of the Roads	The proposed project provides for development to a route of c. 802 metres in an urban area.

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

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	Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993).1F1F[12]	Road improvements include upgrades to signalised junctions. The road would not be realigned or widened to provide for four or more lanes and does not comprise the construction of a bridge or tunnel. The proposed development therefore does not fall under the type of development prescribed. **Mandatory Threshold Trigger not reached.**
Any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.	50(1)(b) to (d) of the Roads Act of 1993, as amended	It is required to review the proposed scheme in order to determine whether or not it is likely to have significant effects on the environment. **EIA Screening preliminary examination conducted, as below.**

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 and the Draft Planning and Development (Part 6) (Screening Classes, Thresholds, Criteria and Examination) Regulations 2026. However, **none of the applicable thresholds in either the Planning Regulations or Roads Act above are exceeded.** Accordingly, the project is a **sub-threshold development** and under Step 1(b) of the OPR guidance **a preliminary examination is required** under Step 2 [13].

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

[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".

5.2.2 Step 2: Preliminary Examination & Conclusion

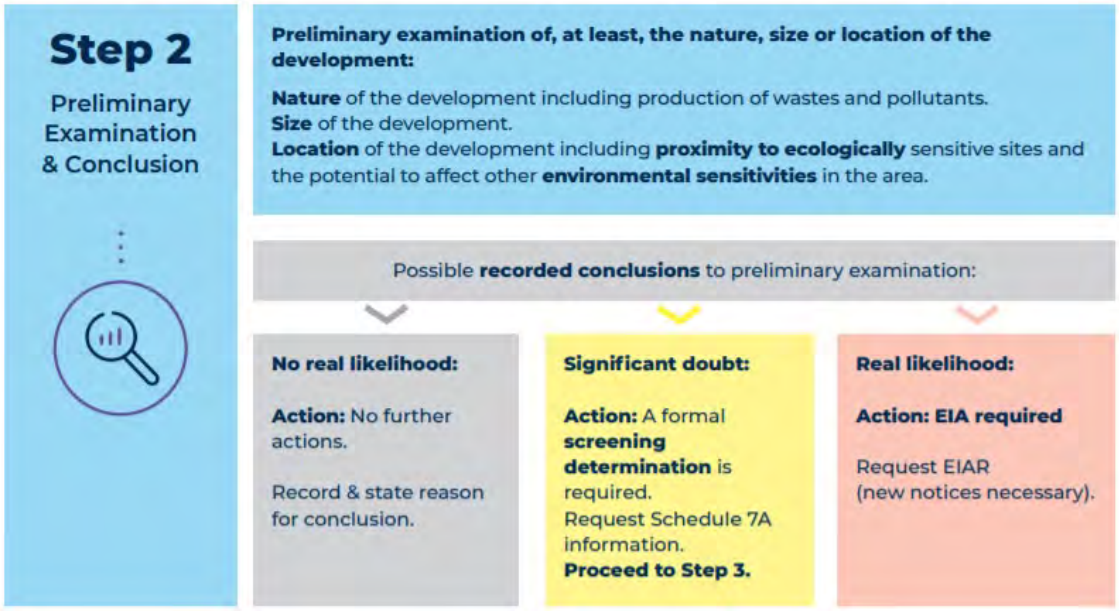


Figure 46: Extract from OPR Guidance Note (Step 2 of Screening Process) *(Source: OPR)*

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 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 the urban area of Dundrum comprising residential neighbourhoods, employment and retail centres, educational facilities, town centre services. The project encourages sustainable modes of transport on existing roadways which are already used for cycling and pedestrian activity. Some enhancements to the local biodiversity features will be provided through the landscape proposals to be undertaken as an element of the scheme. The proposed development is therefore not exceptional in the context of the existing urban environment.

5.3.2 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 streets, roads and pathways located within the Dundrum area. The proposed project will change the nature and appearance of the carriageway and signalised junctions involved. To improve cycling and pedestrian

infrastructure facilities, road space will be reallocated for vehicles, cyclists and pedestrian footpaths along the route, with potential changes for vehicular movements. Overall, it is considered that the size of the project is designed to integrate with the existing route corridor and the size of the proposed development is not exceptional in the context of the existing environment.

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

The project seeks to improve part of the Greater Dublin Area Cycling Network and the proposed route aligns with the planned route of a cycleway. The route will connect the Dundrum Bypass with Wyckham Way through Dundrum Main Street and is similar in nature to other active travel schemes within DLR. The proposed traffic calming measures will enable safer and easier movement for vulnerable road users throughout the route and area and linking to the broader cycle network. It will facilitate safer active travel between retail facilities within Dundrum Town Centre and Village Centre, educational facilities such as Holy Cross School, Ashfield College and the Dublin College Dundrum, and other local services. Only two significant residential developments have been noted along the route or in its immediate vicinity, comprising the delivery of additional apartments within existing mixed use / residential areas. Minor projects proximity to the site are contained in Table 12 above. Therefore, there are cumulative considerations having regard to other existing and/or permitted projects.

"Project splitting" in the context of Environmental Impact Assessment (EIA) refers to the practice of dividing a larger development project into smaller parts to avoid triggering a full EIA under applicable thresholds or legal requirements. This can undermine the purpose of the EIA Directive, which aims to ensure a comprehensive assessment of a project's environmental impacts. In Ireland, several precedent-setting cases have addressed this issue, shaping how project splitting is interpreted and managed under Irish and EU law.

OPR Practice Note PN02 defines Project Splitting as follows:

> *Project splitting or 'salami-slicing' is the attempt by a developer to deliberately frame a single project as a series of projects, each or some of which fall below the relevant threshold for EIA. It is important to recognise that large developments will often be split into smaller parts with separate consents and this, in itself, is not problematic. The problem only arises where it has the effect of avoiding EIA where it is required under the EIA Directive. This does not mean that the entire project must be treated as a single development subject to a single planning application. The project can be broken into small segments provided these segments are properly screened and assessed under the EIA Directive.*

The EPA's EIAR Guidelines (2022) highlights that:

> *The project needs to be considered in its entirety for screening purposes. This means that other related projects need to be identified and assessed at an appropriate level of detail. This will identify the likely significance of cumulative and indirect impacts, thus providing the CA with a context for their determination.*
>
> *Dividing the project into separate parts so that each part is below an applicable threshold needs to be avoided. This is project-splitting and is not compliant with the Directive. (Ref. summary of C-142/07 below.) Off-site or secondary projects also need to be considered at the screening stage.*

The European Commission Guidelines on EIA Screening notes that a Project's characteristics must be assessed, *inter alia*, in relation to its cumulative effects with existing and/or approved Projects. Failure to take account of a Project's cumulative effects with other Projects may mean, in practice, that it escapes the assessment obligation

when, taken together with the other Projects, it may have significant effects on the environment (see e.g. *Case C-531/13, Marktgemeinde Straßwalchen and Others; Case C-141-14, European Commission v Republic of Bulgaria and the box below).* [14]

Box 14: Cumulative effects

For example, in *Salzburger Flughafen GmbH v Umweltsenat (Case C-244/12, paragraphs 36-37)* the CJEU held that, with a view to deciding whether an EIA must be carried out or not, it is necessary to take account of the impacts on the environment of both the earlier Project, concerning the construction of the additional terminal, and the later Project, concerning the expansion of the airport area. Accordingly, the CJEU confirmed that *'it can be necessary to take account of the cumulative effect of Projects in order to avoid a circumvention of the objective of the European Union legislation by the splitting of Projects which, taken together, are likely to have significant effects on the environment'*.

EPA EIAR Guidelines 2022 cite *Fitzpatrick & Daly v An Bord Pleanála & Others [2019] IESC 23 which notes the Supreme Court judgement that 'The obligation … to take account, when conducting the EIA of the proposed development which is the subject of the planning application, of potential environmental impacts of future phases of a masterplan, as far as is practically possible, does not amount to an obligation to conduct an EIA of the masterplan.*

Concerned Residents of Treascon and Clondoolusk v An Bord Pleanála, Ireland and the Attorney General and Elgin Energy Services Limited (Notice Party): [2024] IESC 28[15] highlighted that:

- General references in either the EIA Directive to 'the whole project' or in the case law to the EIA Directive having a "wide scope and purpose" do not create obligations beyond those specified in the EIA Directive. The purpose of the EIA Directive is to ensure that the projects listed in Annex I and II are subject to EIA processes. That entails ensuring that the whole EIA project is subject to EIA, as opposed to the wider project. Other projects which are not included in either Annex I or II are accounted for by way of cumulative assessment.
- It is not permissible to split an EIA project into smaller parts to remove the application of the EIA Directive, however, an Annex I or Annex II project will be subject to an EIA screening and that will necessarily take into account the cumulative effect of other projects (including non-EIA projects such as a solar farm).

Figure 1 of this report sets out an overview of the Dundrum Living Streets Route in the context of adjoining schemes and projects, including Taney Junction, Bus Infrastructure Upgrades and DLR Connector Active Travel scheme. Section 2.3 of this report sets out a comprehensive review of planning permissions and schemes in the vicinity of the proposed scheme. It is considered that while several projects are complementary in accordance with strategic transport and land use plans for the area (as set out in Section 3), they do not by necessity form an identifiable single project and can readily be delivered as a series of independent projects over time. It is clear that there is no attempt to deliberately frame the Dundrum Living Streets scheme as a series of projects in order to avoid EIA, and no case of project-splitting arises.

[14] Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017

[15] OPR Legal Digest Learning from Litigation Issue 05: September 2024

5.3.3 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 an existing route and carriageway through a mixed-use urban environment. The nature of the route is characterised by urban road traffic along main corridors and at the signalised junctions, and the area of the proposed works is entirely within the 'made ground' of urban roadways, including Main Street and Sandyford Road. The active travel scheme has been designed to have minimum impact on grass verges and existing biodiversity along the route.

The scheme is located in proximity to the River Slang, which is partially culverted beneath Dundrum Town Centre. An AA Screening was undertaken as a part of this proposed scheme which finds no significant hydrological connection to any of the identified SPAs/SACs and concluded that likely significant effects on European sites could be excluded.

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

The proposed project traverses a developed urban area. It will provide an attractive and safe route for the population to access services, schools and amenity facilities. It may potentially give rise to disturbance during the construction phase. The scheme is located within the corridor of existing roadways. It is not considered to affect other significant environmental sensitivities in the area.

5.4 Preliminary Examination Conclusion

Following a preliminary examination of the nature, size and location of the proposed Dundrum Living Streets scheme, Dún Laoghaire–Rathdown County Council is recommended to conclude that there is **no real likelihood of significant effects on the environment** and therefore **no significant doubts regarding the need for EIA**. However, as the proposal is being advanced as a Local Authority 'Part 8' development, a **Stage 3 Screening will be undertaken to confirm this conclusion.**

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.

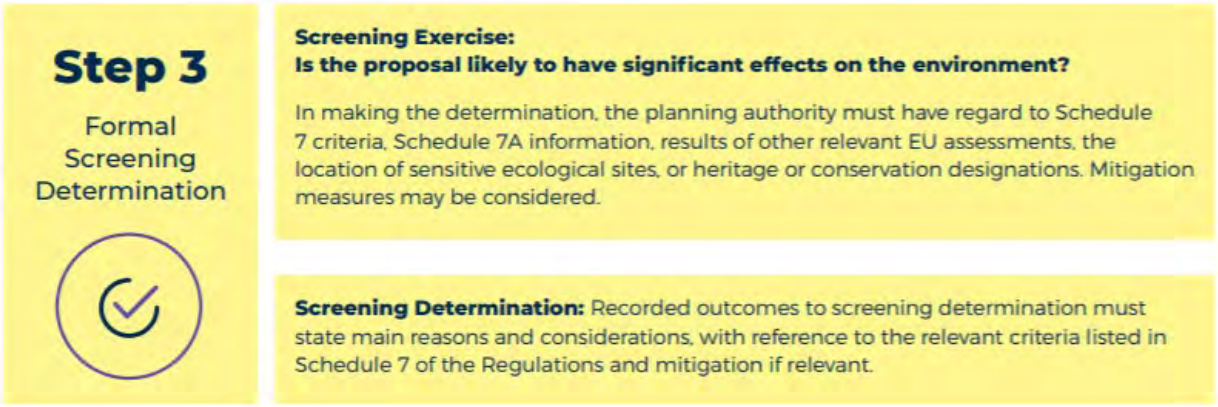


Figure 47: Extract from OPR Guidance Note (Step 3) *(Source: OPR)*

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[16]. Schedule 7 criteria for determining whether development listed in part 2 of Schedule 5 should be subject to an environmental impact assessment.

[16] These criteria are consistent with the Draft Planning and Development (Part 6) (Screening Classes, Thresholds, Criteria and Examination) Regulations 2026, which will become applicable once commenced.

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

Table 16. 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 proposed scheme covers approximately 800m and development site is c. 1.19ha (linear area). The proposed scheme comprises a number of measures and improvements as described in Section 4.3 of this report, that are located largely within the confines of the existing road network. The proposed scheme is not significant in terms of the size or design and is predominately contained within the existing road network. There is no likelihood of significant environmental effects arising from the Proposed Scheme having regard to the characteristics of the project.
(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 proposed scheme is informed by the Greater Dublin Area Cycle Network Plan and will deliver a cycle route that will deliver a part of the GDACN that is designated as Secondary. Similarly to the existing operation of the cycle lane along parts of the route, 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 additional projects identified along the route as outlined in Section 2.3.1 of this report. Together with the proposed development and other permitted developments in the vicinity of the site are not likely to give rise to significant effects. In arriving at this conclusion, other permitted developments have been taken into account. It is considered that while several projects are complementary in accordance with strategic transport and land use plans for the area (as set out in Section 3), they do not by necessity form an identifiable single project and can readily be delivered as a series of independent projects over time. It is clear that there is no attempt to deliberately frame the Dundrum Living Streets scheme as a series of projects in order to avoid EIA, and no case of project-splitting arises.
(c) the nature of any associated demolition works,	No demolition works are proposed as part of the scheme.

Schedule 7 Criteria	Schedule 7 Criteria Commentary
(d) the use of natural resources, in particular land, soil, water and biodiversity,	The proposed scheme does not give rise to any significant impacts on the use of natural resources.
(e) the production of waste,	The proposed scheme is not likely to have a significant environmental effect with regard to the production of waste. Waste materials will be produced during construction as a result of construction activities and processes. All construction activities will be managed in accordance with the recommendations of a 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, which would be positive for local air quality and noise levels.
(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 proposed scheme will be largely contained within the existing road network and will involve works that are not likely to have a significant impact on the surrounding environment. The likelihood of any accidents or incidents during construction and operation will be managed in accordance with relevant health and safety legislation and by the implementation of best practice construction and operational procedure management. No Seveso sites are noted proximate to the proposed development.
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. The development intersects with areas designated Flood Risk Zone B under DLRCDP's SFRA. The development is considered 'water compatible development' and thus is appropriate without any justification within Flood Zones A, B and C. There is no likely impact on sensitive water bodies, rivers or environmental designations.

Table 17: 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-uses of the surrounding area are mainly commercial and residential associated with the Major Town Centre zoning, with the significant employment uses identified within the Dundrum Shopping Centre. The project is located in the road corridor and does not impinge on existing or permitted land uses or 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 the developed urban area of Dundrum on predominantly made ground. The active travel scheme has been designed to have minimum impact on grass verges and existing biodiversity along the route. Due to the nature of the proposed scheme, i.e., upgrading existing infrastructure within the existing road footprint to accommodate more active and sustainable modes of transport, the completed works are not expected to result in significant increased surface water runoff to the connected drainage network or waterways. In addition, 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 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 proposed project is located in the vicinity of the Slang River, which is partially culverted, flowing through a subsurface engineered channel beneath the built environment of Dundrum Town Centre. The development intersects with areas designated Flood Risk Zone B under DLRCDP's SFRA. The development is considered 'water compatible development' and thus is appropriate without any justification within Flood Zones A, B and C. Therefore, the proposed development will not result in any adverse effects on riparian areas, wetlands or river mouths.
(ii) coastal zones and the marine environment;	The proposed project is located approximately 3.8km from the coast. No direct or indirect impacts are expected to arise.
(iii) mountain and forest areas;	The proposed project is not located on or adjoining any mountain or forest areas.
(iv) nature reserves and parks;	The proposed project is not located on or adjoining any nature reserves.
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the	According to the AA Screening that accompanies this application, the project is not located within a Natura 2000 site, and is unlikely have any direct impact, or indirect impact on any

Habitats Directive and the Birds Directive and;	Natural 2000 site due to the of construction and activity during operation.
(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 proposed route is located entirely within the Dundrum and Glencullen-Sandyford Local Electoral Areas which grew c. 8% from 2011 to 2022 and comprised a population of 80,429 persons as of 2022. A total of 1,051 persons were identified within the four Small Areas which immediately adjoin the route. The completed route consists of upgrade works to existing roads and will provide access for the population to employment, educational, and local services. At operational phase, the active travel scheme will provide a positive amenity for resident, employees and visitor populations, that encourages healthy travel options. It is likely that the population will experience disturbance during the construction phase and those utilising the routes in vehicles will experience temporary inconvenience.
(viii) landscapes and sites of historical, cultural or archaeological significance	The project is not likely to have significant negative impact on the landscape or views, material assets or cultural and heritage artefacts of significance.

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 47 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 48: 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[7] but even if screening under 50(1)(c) only, the local authority should still do this.

Figure 49: NTA Guidelines – EIA Screening Considerations for Road Schemes *(Source: NTA)*

Table 18: Likelihood of effects on the environmental factors listed in Figure 47

Screening Considerations							
Aspect	**Phase**	**Potential Effect**	**Extent**	**Probability**	**Significance of Effect**	**Quality of Effect**	**Duration**
Landscape	C	Improvement of walking and cycling infrastructure along route	Local	Likely	Slight	Negative	Temporary
	O	Localised re-alignment of pathways, roads, junctions and cycleways will likely improve the character of the road corridor for active travel use	Local	Likely	Moderate	Positive	Permanent
Visual	C	Perceived negative changes due to emergence of plant, machinery and hoardings associated with construction phase	Local	Likely	Moderate	Negative	Temporary
	O	Changes to existing character of the area with reconfigured junctions promoting safety and slowing motor traffic	Local	Likely	Moderate	Positive	Permanent
Biodiversity	C	Construction works will generally take place on the roadway, minor alterations to grass verges and compensatory planting will occur.	Local	Likely	Moderate	Neutral	Temporary
	O	Planting selection along the route will comprise of a mix of various species to ensure appropriate character for the area and enhance landscape along the route.	Local	Likely	Moderate	Positive	Permanent
Land & Soil	C	Route is located on existing roadways and cycle lane. Loss of topsoil and subsoil from the site to facilitate development is likely to be minimal. Stripping of tarmac and resurfacing is likely to occur along the route. Potential contamination due to accidental spillage.	Local Local	Not Likely Not Likely	Slight Slight	Neutral Neutral	Permanent Brief
	O	Change of land use from existing roadway to bicycle lanes and cycle tracks. Reconfiguring of	Local	Likely	Moderate	Positive	Permanent

		junctions to add safety features for pedestrians and cyclists.					
Population & Human Health	C	Construction noise, dust and traffic impacts will give rise to potential disturbance and nuisance impacts for residential, visiting and working populations along the route for the duration of construction	Local	Likely	Moderate	Negative	Temporary
	O	Delivery of improved active travel infrastructure will enhance travel alternatives and health/recreation options/ activities for populations along the project route.	Local	Likely	Moderate	Positive	Permanent
Water	C	Accidental pollution events occurring to waterways or the groundwater table	Local	Not Likely	Slight	Neutral	Brief - Temporary
	O	Discharge of surface runoff to existing surface water network	Local	Likely	Imperceptible	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	Not significant	Neutral	Brief - Temporary
	O	Improved air quality due to the promotion of active travel along the route	Local	Likely	Moderate	Positive	Permanent
Noise	C	Increase in noise as a result of construction activity, and operation of plant and machinery	Local	Likely	Slight	Negative	Temporary
	O	Decrease in noise levels due to modal shift and safer junctions	Local	Likely	Slight	Positive	Permanent
Cultural Heritage: Built Heritage	C	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-
Cultural Heritage: Archaeology	C	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-

Table 19. 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)(I) 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 proposed scheme is constrained in its extent and length affecting an area of c. 802m and a linear area of c. 1.19ha. The population of the Small Areas immediately surrounding the route comprised 1,051 persons. Based on the location, current setting and nature of the proposed scheme, any potential impacts during construction and operational phases are not likely to be significant.
(b) the nature of the impact	In general, construction work for the project will be undertaken on existing built surfaces as all the site area is a developed urban area. There will be no significant impacts on the receiving environment arising from the proposed scheme during the construction and operational phases. During operation, the proposed scheme will result in positive long-term effects through the provision of improved public realm space and active travel infrastructure and potential improved health benefits to the local communities.
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 in nature and of low intensity. All elements of the project will take place within the road corridor. There will be minor interaction with businesses and properties along the route and movement of populations across or over the alignment. A Construction and Environmental Management Plan (CEMP) shall be prepared as a part of scheme to ensure bespoke measures are integrated to mitigate construction impacts. Impacts arising during the construction phase will be temporary and short-term in nature. Construction works will be managed through best practice construction guidelines with respect of excavation, soil removal dust, traffic and lighting. Waste generated during the construction phase will be controlled through best practice measures.
(e) the probability of the impact,	The impacts of the project during construction phase and operation are comprehended as probable, as the project is set to be developed within a defined road corridor and linear development area of c. 1.19ha.

(f) the expected onset, duration, frequency and reversibility of the impact,	Regarding the onset, duration, frequency and reversibility of impacts, it should be noted that no significant impacts are anticipated with respect to construction or operation of the proposed scheme. Impacts associated with construction are expected to be temporary during standard construction hours of operational. There are no operational impacts anticipated.
(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 project is one of several routes being progressed as part of the broader cycle network plans within DLRCC. Taking into consideration the nature, scale and location of the subject development and projects identified in proximity of the route, it is considered that there is unlikely for significant effects within the meaning of the Directive when considered the cumulative effects of the proposed scheme. It is considered that while several projects are complementary in accordance with strategic transport and land use plans for the area (as set out in Section 3), they do not by necessity form an identifiable single project and can readily be delivered as a series of independent projects over time. There is no attempt to deliberately frame the scheme as a series of projects in order to avoid EIA, and no case of project-splitting arises.
(h) the possibility of effectively reducing the impact	With respect to the possibility of effectively reducing the impact the design of the proposed scheme has been optimised to ensure that environmental impacts are minimised as far as reasonably practicable. Standard mitigation measures will be implemented, where appropriate, to ensure any potential impacts are minimised as far as possible in accordance with best practice construction management. The operation of the scheme will be significant and positive, with benefits for local and visiting populations. The potential impacts are not considered significant and do not result in a requirement for EIA.

6.2 Schedule 7A Information

Table 20. Schedule 7A Information checklist

1. A description of the proposed development, including in particular— **(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and**	Refer to Section 6.1 of this report.
(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— **(a) the expected residues and emissions and the production of waste, where relevant,**	Refer to Section 6.1 of this report.
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:

- Design Proposals prepared by DBFL Consulting Engineers
- Site Specific Flood Risk Assessment prepared by DBFL Consulting Engineers
- Appropriate Assessment Screening Report prepared by ID Environmental Consultants
- Ecological Impact Assessment prepared by ID Environmental Consultants
- Preliminary Conservation Assessment prepared by Fergal McGirl Architects

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 21. 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 ID Environmental Consultants accompanies this Part 8 application. The AA Screening Report concludes that: *In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites.* ***Therefore, progression to Stage 2 Appropriate Assessment is not required.***
Water Framework Directive [2000/60/EC]	There is no likely negative impact on the status of surrounding waterbodies as a result of the development's proximity to the Slang River. The AA Screening Report states: *The proposed Phase 1 works at Main Street and Sandyford Road, Dundrum, will connect to the existing surface water drainage network. No direct discharge to the River Slang. The River Slang is culverted in the vicinity of Dundrum Town Centre. As set out in Section 1.9 of the Site-Specific Flood Risk Assessment, the existing surface water network ultimately discharges to the River Slang, which drains via the River Dodder to Dublin Bay. This provides an indirect hydrological pathway between the proposed works and the coastal waters of Dublin Bay and the Irish Sea, and their associated designated sites.* *Given the small scale of the proposed works, the separation distance of over 3.8 km to the nearest European site, the South Dublin Bay and River Tolka Estuary SPA, and the potential for dilution of any pollutants within the River Slang and River Dodder network and the coastal waters of Dublin Bay and the Irish Sea, no likely significant effects on any European site are predicted via changes in water quality, in view of the sites' conservation objectives.*
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	Not applicable to the proposed development.
Industrial Emissions Directive	Not applicable to the proposed development.
Seveso Directive	There are no Seveso sites within the site nor in the vicinity of the subject site.

Directive	Results
Trans-European Networks in Transport, Energy and Telecommunication	Not applicable to the proposed development.
EU Floods Directive 2007/60/EC	The proposed project is situated partially within and adjoining areas of Flood Risk Zone B and there have been single and recurring flood events recorded on and surrounding the proposed scheme. However, the nature of the proposed development is considered as 'outdoor sports and recreation', a land use identified as 'water compatible development' and designated appropriate for development within Flood Zones A, B and C.

6.5 Conclusions

The proposed Phase 1 of the Dundrum Living Streets scheme, as aligned with the Greater Dublin Area Cycling Network and providing links with other planned active travel developments, proposes to provide a linear cycle and pedestrian route of approx. 900m. The route is surrounded by a mixture of predominantly mixed-use commercial and residential areas associated with the Major Town Centre zoning and will integrate into the surrounding urban landscape. Construction stage impacts have been assessed as temporary 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 to counteract identified potential impacts on habitats and associated species. It is further noted in the EcIA that the *'…Proposed Development is not anticipated to result in significant adverse effects on protected species or habitats of ecological importance.'*

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 individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby 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,[17] the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001[18], 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

[17] Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

[18] It is noted that these criteria are consistent with the Draft Planning and Development (Part 6) (Screening Classes, Thresholds, Criteria and Examination) Regulations 2026 which may become applicable when commenced.

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.



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