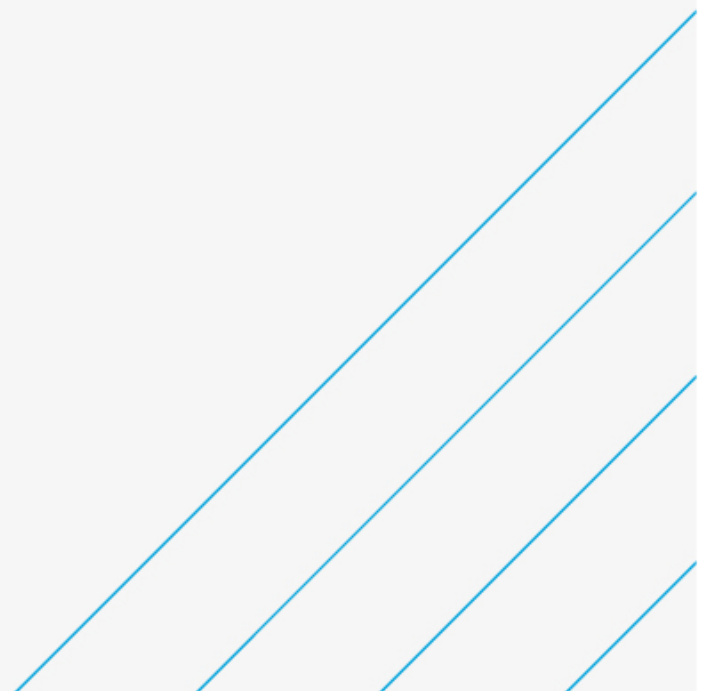


Blackrock Dart - Park Active Travel Scheme

Environmental Impact Assessment Screening

Dún Laoghaire – Rathdown County Council

June 2024



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1. Introduction

Dún Laoghaire-Rathdown County Council intends to apply for a Part 8 planning permission to carry out a proposed scheme comprising the construction of Sustainable Travel Facilities in Blackrock, Dún Laoghaire-Rathdown County.

The Active Travel Scheme will improve connectivity between Blackrock DART Station and Blackrock Park as well as providing a safe and attractive pedestrian and cycle link catering for all pedestrian and cycle users including, commuter, leisure and family cycling groups.

The proposed project is located immediately to the west of Blackrock DART Station between Bath Place and Blackrock Park.

WS Atkins Ireland Limited (AtkinsRéalis) was commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to prepare an environmental impact assessment (EIA) Screening Report for the Blackrock Dart-Park Active Travel Scheme.

1.1. Project Details

The proposed development commences at Bath Place (in the location of Blackrock Dart Station) passing through the grounds of the existing Deepwell House (protected structure: RPS No. 110). It includes the provision of 130m of a two-way cycle track varying in width from 3m to 3.65m, a 2m wide footpath and associated 1m and 3m grass verges, linking into the existing pedestrian and cycle path facilities in Blackrock Park by means of a new prefabricated bridge over the Priory Stream which is proposed to replace the existing narrow pedestrian bridge. A new sustainable urban drainage system will collect surface water run-off from the proposed development and will regulate discharge into the Priory Stream. The proposed development includes for a new public lighting system and landscaping which will be located within the proposed grass verges. The proposed development includes the retention of the existing masonry wall along the northern boundary and its extension at both ends to close off access to the existing laneway, whilst removing two sections of the existing wall to form openings for the proposed route. Where required, the height of the existing masonry wall will be raised to maintain a minimum height of 2.0m in relation to the finished scheme levels. The southern boundary of the proposed development includes the construction of a new boundary wall which will replicate the style of the existing boundary wall to the north and will be constructed at a height of 3.0m above the proposed back of verge level or existing private garden level, whichever is higher. Landscaping will be included as part of the route which will be inclusive of 2No. pillars located at the Bath Place entrance of the scheme. Ancillary works include but are not limited to landscaping and removal for future relocation of the existing folly.

Figures 3-1 and 3-2 below illustrate the project location.

1.2. Requirement for Environmental Impact Assessment

In order to determine whether the Proposed Development is categorised as an “EIA development”, reference to the EIA Regulations is required.

The 1985 EU EIA Directive differentiates between those projects that automatically requires an environmental impact assessment (listed as Annex 1 projects) and those for which may require an assessment if they are likely to have significant environmental effects (Annex II projects). These project types have been transposed into Irish legislation under Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations 2001 as amended.

Similar to the EIA Directive, an EIA is mandatory for developments listed within Schedule 5, Part 1, while Schedule 5, Part 2 developments require EIA if they would be “likely to have significant effects on the environment by virtue of factors such as its nature, size or location”. Specific thresholds apply to Part 2 developments. Developments of a type listed in Part 2, but which are below the given threshold for that project type, must be screened to determine whether they require an EIA or not. This assessment is carried out with reference to Schedule 7 and Schedule 7a of the Planning and Development Regulations 2001-2023. Schedule 7 sets out the criteria for this assessment based on the following criteria:

- Characteristics of Proposed Development;
- Location of the Proposed Development; and,
- Characteristics of potential impacts.

A list of the relevant information to be provided by the applicant or developer for the purposes of subthreshold EIA screening is presented in Schedule 7A of the Regulations.

As set out under the relevant legislation, there are three key steps when carrying out EIA screening for a particular development.

- **Step 1** is to determine if the proposed infrastructure works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out in Annexes I and II of the Directive and the Planning and Development Regulations (2001-2023), specifically Schedule 5, Part 1 – Development for the purposes of Part 10.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in Planning and Development Regulations (2001-2023) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes “significant” in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the development, its location and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

The purpose of this report is to determine whether the Proposed Development requires the preparation of an Environmental Impact Assessment Report (EIAR). The findings of the EIA Screening assessment have informed our professional opinion as to whether an EIAR is warranted for the Proposed Development, with due regard to all relevant statutory requirements and technical guidance. However, ultimately it is the responsibility of the relevant planning authority to decide as to whether an EIAR is required for a particular development, based on screening conducted by the planning authority.

1.3. Other Relevant Guidance

In addition to the requirements of the Planning Regulations, the following guidance was also considered in the preparation of this EIA Screening Report:

- Department of the Environment, Community & Local Government (2013). Guidelines for Planning Authorities and An Bord Pleanála on conducting Environmental Impact Assessment.
- Department of the Environment, Heritage, and Local Government (2003). Guidance for Consent Authorities regarding sub-threshold Development. Published by the Stationery Office.
- Department of Housing, Planning and Local Government (2018). Guidelines for Planning Authorities and An Bord Pleanála on conducting Environmental Impact Assessment.
- Environmental Protection Agency (EPA) (2022). ‘Guidelines on the information to be contained in Environmental Impact Assessment Reports.’
- European Commission (2015). Environmental Impact Assessment – EIA, Overview, Legal context.
- European Council Directive (EU) 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private developments on the environment.
- European Council Directive (EC) 97/11/EC of 3 March 1997 amending Directive 85/337/EEC on the assessment of the effects of certain public and private developments on the environment.
- European Council Directive (EU) 2009/31/EC on the geological storage of carbon dioxide and amending Council Directive 85/337/EEC, European Parliament and Council Directives 2000/60/EC, 2001/80/EC, 2004/35/EC, 2006/12/EC, 2008/1/EC, and Regulation (EC) No 1013/2006.
- European Council Directive (EU) 2011/92/EU on the assessment of the effects of certain public and private developments on the environment.
- European Council Directive (EC) 85/337/EU of 1985 on Environmental Impact Directive.
- Environmental Resources Management (2001). Guidance on EIA Screening. Published by the European Commission.
- National Transport Authority (NTA) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA (2023).

- Statutory Instrument S.I. No. 349 of 1989. European Communities (Environmental Impact Assessment) Regulations, 1989.
- Statutory Instrument S.I. No. 600 of 2001. Planning and Development Regulations 2001.
- Statutory Instrument S.I. No. 296 of 2018. European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.
- Statutory Instrument S.I. No. 235/2019. Planning and Development Act 2000 Exempted Development) (No. 2) Regulation 2019.
- Statutory Instrument S.I. No. 46/2020 - Planning and Development (Amendment) Regulations 2020.
- Statutory Instrument S.I. No. 692/2020 - Planning and Development (Amendment) (No. 2) Regulations 2020.
- Statutory Instrument S.I. No. 75/2022 - Planning and Development Act (Exempted Development) Regulations 2022.
- Statutory Instrument S.I. No. 101/2023 - Planning and Development Section 179A) Regulations 2023.
- OPR Practice Note PN02 Environmental Impact Assessment Screening (2022).

2. The Site

2.1. Site Location and Surroundings

The Proposed Development is located adjacent to the existing Dart line in Blackrock, Co. Dublin, between Bath Place and Blackrock Park at grid reference 53.303313 -6.1799075. The proposed scheme is ca. 130m in length between the tie in point to the existing pedestrian and cycle facilities within Blackrock Park to the west of the scheme, and the tie in point at Bath Place to the east of the Scheme.

The project site is located ca. 20m from South Dublin Bay which is a designated conservation site; South Dublin Bay SAC (Site Code: 000210), South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024) and South Dublin Bay proposed Natural Heritage Area (pNHA Site Code:: 000210). The south side of Dublin Bay is also a Ramsar site; Sandymount Strand / Tolka Estuary (Site Code: 832).

The Proposed Development is within the Liffey and Dublin Bay Water Framework Directive (WFD) catchment area and the Dodder_SC_010 sub-catchment area. A review of Geological Survey Ireland datasets¹ identifies the project site as being predominantly within areas of 'Extreme' groundwater vulnerability and an area of 'rock at or near surface or karst' at the eastern end of the proposed scheme.

There is 1no. watercourse within the project site; Priory Stream (EPA: IE_EA_09B130400), the stream is crossed by the proposed scheme via a bridge in Blackrock Park. Refer to Figure 2-1. The Priory Stream outfalls to South Dublin Bay ca.200m west of the watercourse crossing. The Priory Stream is a first order stream which is culverted for a considerable extent under Blackrock and receives storm water / surface water drainage from the upstream urban developed areas. The Priory Stream has been assigned 'Poor' ecological status under the Water Framework Directive (WFD) for the 2016-2021 monitoring period and the WFD risk is detailed as 'under review' with respect to meeting the relevant WFD objectives by 2027.



Figure 2-1 - Watercourses within the vicinity of the Proposed Development

¹ <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>



Figure 2-2 - Existing Blackrock Infrastructure

Existing pedestrian and cycle facilities run from Blackrock Park towards Blackrock Dart Station via a bridge that crosses the Priors Stream (see Figure 2-2). The bridge is ca. 2m wide, with a ca. 0.25m thick deck made up of steel and concrete (see Figure 2-3).

The existing route enters a narrow lane which is 1.2m in width and is bounded by the northbound platform of the Blackrock Dart Station to the north, and the boundary wall of a private property known as “Deepwell House” to the south (refer to Figure 2-4).

The existing route continues for ca. 95m before emerging onto Bath Place to the west of the Blackrock Dart Station where the extents of the scheme terminate. This area ties into a private garage business known as Hill Motors and also ties into the rear access to Deepwell House (refer to Figure 2-5).



Figure 2-3 - Existing Bridge



Figure 2-4 - Existing Lane



Figure 2-5 - Existing tie in location at Bath Place

2.1.1. Cultural Heritage

The house located within the grounds of Deepwell is a protected structure (RPS No. 110) according to the DLRCC County Development Plan 2022-2028. The property is a mid-19th Century house, built on the site of an 18th Century dwelling. The Proposed Development is located partially within the residential grounds of Deepwell House. The grounds contain original ancillary structures, a masonry stone wall, formal landscaping, mature vegetation, and a folly. The boundary wall structure of Deepwell House borders the site of the Proposed Development on the northern, north-eastern, and north western sides.

Additionally, the existing bridge in Blackrock Park has architectural significance. These features include a platform and railings of 20th century construction.

An Architectural Heritage Impact Assessment (*Deaton Lysaght Architects Architectural Heritage Impact Assessment, 2024*) has been commissioned to determine the potential impacts on Deepwell House and its curtilage. The following is a summary of recommendations outlined in the Deaton Lysaght Architects report:

- Capping:
 - Protect and retain the existing boundary wall.
 - Remove vegetation to facilitate careful removal of capping and replacement with new lime-based capping.
 - Use hand tools only for removal and construction.
- Pointing:
 - Conduct a survey of mortar joints before construction.
 - Use original mortar mix samples for Petrographic testing.
 - Fill sections with poor condition mortar using approved mix.
 - Match new mortar profile with original rough flush struck appearance.

- Ivy Removal:
 - Remove ivy by cutting stem at base and treating with biocide.
 - Assess wall condition for structural repair after ivy removal.
- Forming new openings:
 - Use matching granite quoins for new jambs in existing wall openings.
 - Consider feasibility of forming openings below new lintel to preserve linear character of wall.
- Extending and raising of Existing Wall:
 - Read new elements as later additions to original masonry.
 - Use matching rubble stone for new and existing wall extensions.
 - Align course heights and capping details with original wall.
- Erection of New Boundary Wall to Deepwell:
 - Construct new structure with solid masonry core and cladding of coursed rubble granite.
 - Incorporate ecological measures for Bats and Swifts
- Alterations to Deepwell Gardens (Landscaping):
 - Revised landscaping layout to preserve original character of gardens.
 - Consider re-planting of box hedging for symmetrical layout.
- Alterations to Deepwell Gardens (Structures):
 - Complete a full topographic and utilities survey of Deepwell Gardens.
 - Identify and agree on vegetation removal with the owner.
 - Provide a method statement outlining the proposed disconnection, demolition, alteration, or relocation of piped and ducted services, pavements, pathways, raised beds, and garden structures including the Grecian folly.
 - Discuss with the owner whether to retain the folly structure on site or relocate it to an alternative location outside of the Deepwell garden boundary.
 - Proceed with folly demolition works carefully to salvage the maximum extent of original material, surveying, and numbering stone elements for replication.
 - Carefully remove and store all windows for reinstallation.
 - Carefully remove and store all original fabric, including natural slates and other finishes, for reinstallation.
- Works to Blackrock Park Bridge:
 - The cast and wrought iron features (railings) of the existing bridge will be salvaged for future use by DLRCC.

3. Proposed Development

3.1. Overview

The Proposed Development is illustrated in Figures 3-1 and 3-2 and comprise the following key elements:

- A pedestrian and cycle link between the Blackrock Dart Station and Blackrock Park;
- The existing bridge over the Priory Stream will be demolished and a new prefabricated bridge will be constructed;
- A wall will be constructed between the proposed scheme and Deepwell House;
- The existing Deepwell House boundary wall is to be retained, raised in height where required and extended to form the closure of the existing laneway;
- The folly located within Deepwell House grounds will be relocated elsewhere with the grounds of the property;
- Sustainable Drainage Systems (SuDS) will be implemented;
- Lighting will be installed as per DLRCC standards;
- Land take will be required in Deepwell House;
- Landscaping and tree removal will be required; and,
- A site compound will be temporarily installed and materials for construction will be brought to site on a periodic basis.

Plans for the proposed project have been submitted as part of this Part 8 planning application.

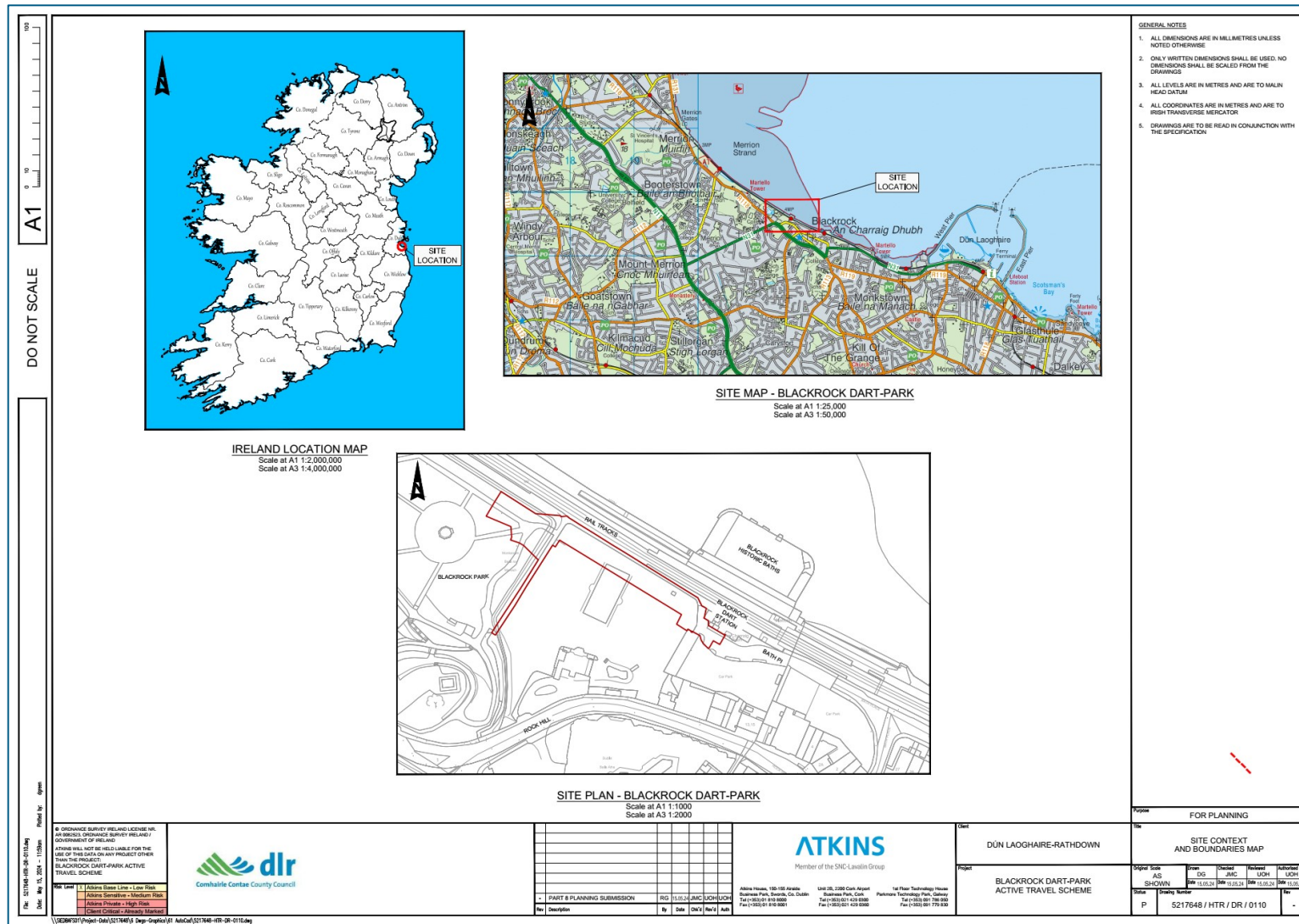


Figure 3-1 - Project Location (1 of 2)



Figure 3-2 - Project Location (2 of 2)

3.2. Construction Methodology

The construction period for the proposed scheme is anticipated to be 10-12 months and can be summarised as follows.

3.2.1. Cycle path and Footpath Construction

The scheme consists of the construction of; a 3.0m - 3.65m wide two-way cycle track catering for cyclists and a 2m wide footway catering for pedestrians bordered by grass verges (1m and 3m wide respectively).

To give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used with 10mm aggregate as recommended by the National Cycle Manual with sufficient base and foundation layers to prevent failure. Footpaths are intended to be a concrete surface, to provide colour-contrast when compared to cycle surfaces, to aid people with visual impairments. The maximum depth for the footpath is estimated to be 250mm-500mm below ground level.

3.2.2. Bridge Construction

The proposed scheme passes over the Priory Stream. There is currently an existing bridge that is insubstantial in width to accommodate the new scheme. The existing bridge will be replaced with a prefabricated bridge, which will accommodate the additional width required, and will be installed on piled foundations set back from the edge of the watercourse / masonry wall banks to remove the need for instream works (see Figure 3-3 for an example of a prefabricated bridge unit). The bridge is at a skewed angle relative to the watercourse and the closest pile foundation is 1.3m from the watercourse / masonry walls. Prior to bridge construction the existing bridge will be removed from site by cutting the existing steel and concrete bridge deck following which the existing deck will be removed (in one piece) by use of a crane. The cast and wrought iron features (railings) of the existing bridge will be salvaged for future use by DLRCC.

The construction methodology for the proposed bridge is as follows;

The steel bridge and steel parapets will be prefabricated off site in factory conditions. Required machinery (Pile Rig, Excavator, Crane, etc.) will be mobilised and pile locations will be set out as per the layout plan which has been designed to be at a setback distance from the existing masonry walls to negate the necessity for instream works. Works will only be undertaken during a period of dry weather. The cast in-situ bored reinforced concrete piles will be constructed at the two abutment locations with the use of temporary steel guide casings. Preparation of the ground for the construction of pile caps and abutment will take place before the reinforced pile caps and abutments are constructed at both ends. Ahead of delivery to site of the prefabricated steel bridge superstructure, the existing bridge deck will be dismantled without removal or damage to the existing masonry walls or abutments. The bridge will then be placed in situ following which the aluminium bridge deck will be delivered to site and installed. Once the deck has been installed, the steel bridge super structure will be lifted into place using a crane. Following installation of the main bridge structure, parapets (bridge railings) will be delivered and installed ahead of the installation of the necessary final bridge finishes. The steel bridge superstructure will be lifted into place using a crane following which the aluminium bridge deck will be delivered to site and installed.



Figure 3-3 - Example of prefabricated bridge unit.

3.2.3. Wall Construction

A new boundary wall is required between the proposed scheme and Deepwell House (private residence). The existing Deepwell House boundary wall is to be retained, raised in height where required and extended to form the closure of the existing laneway. The proposed boundary wall is to be constructed to match the existing boundary wall, with final details to be agreed after landowner engagement.

3.2.4. Drainage Alterations

Sustainable Urban Drainage Systems will be implemented as part of the detailed design to alleviate the displacement of surface water by the scheme. The rainwater runoff will drain towards an adjacent grass verge. The verges will be in the form of a drainage swale (shallow grassed channel) allowing drainage to ground. The swale also includes an outfall point to the Priory Stream for high rainfall events.

3.2.5. Lighting

All footpaths and cycle tracks will be lit, in line with current best practice and design guidance in relation to public lighting with consultation from the DLRCC Public Lighting Department.

3.2.6. Land Take

Acquisition of land is required to facilitate the proposed scheme.

3.2.7. Tree Removal and Proposed Landscaping

To accommodate the provision of the necessary pedestrian and cycle infrastructure, there is the requirement for the removal of several trees. A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age and condition of all trees along the proposed route and any actions required where affected.

Landscaping, in the form of replacement trees, new trees, new hedging and street furniture is intended along the length of the route, the details of which will be developed further as part of the detailed design phase and in conjunction with the DLRCC Parks Department.

3.2.8. Ancillary Works

A single storey Grecian folly is located along the northern boundary of the Deepwell House grounds, which will be impacted by the Proposed Development. The folly will be relocated within the grounds of the Deepwell House, taking into consideration the recommendations of the Architectural Heritage Impact Assessment Report as part

of the overall Ancillary Works for the scheme with its final location to be determined through negotiations with the landowner.

3.2.9. Site Compound

It will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed project site, but away from any identified environmental sensitive receptors (watercourses, designated sites etc.) to avoid potential impacts to the environment and the public. The proposed project is remote from any designated conservation site. It is planned that existing Local Authority (Dún Laoghaire–Rathdown County Council) controlled material storage yards in the locality, currently used for the storage of inert materials, will be used during the construction phase to store similarly inert materials for incorporation in the proposed scheme. Materials will be brought to site on a periodic basis as required directly from suppliers. Parking for operatives will be at the main compound only. Operatives will be transported from the compound to the works area. No parking will be allowed within the temporary works area.

3.2.10. Structures

The replacement bridge structure will be installed on helical piles founded on the underlying bedrock at an anticipated depth of up to 5 mbgl. The piled foundations will be set back from the edge of the stream, removing any potential works required in the stream. The foregoing shall be further developed in Phase 5, including structural assessments and the procurement of site investigations to inform the design.

The design of the bridge is based on relevant Eurocode requirements, ensuring compliance with regulatory standards. Concrete and steel design principles from Eurocode 2 and Eurocode 3, respectively, have been applied. Additionally, Eurocode 1 has been considered for the design of pedestrian and cycle-specific elements, ensuring accessibility, comfort, and safety.

Hydrological analysis has confirmed the bridge's compatibility with flood conditions (See Stage 2 Flood Risk Assessment report Ref: 52176480049 prepared by AtkinsRéalis 2023), which concluded that the Proposed Development in this area is 'water compatible'.

The structural design adopts a system that efficiently transmits loads to abutments through pile foundations. The deck is designed using an aluminium bridge deck.

Geometric design considerations encompass alignment, curvature, cross-sectional shape, width, vertical profile, and grades. Approaches, ramps, and landings are also addressed. Serviceability and durability requirements emphasize regular inspection and maintenance to ensure structural integrity and mitigate potential hazards.

The construction methodology involves prefabrication of the steel bridge and parapets, setting out pile locations, construction of reinforced concrete pile caps and abutments, installation of the Aluminium bridge deck, lifting the steel superstructure into place, installation of parapets, and final bridge finishes.

The proposals include retention of the current masonry wall that marks the northern boundary of the Deepwell House property. The wall will be extended at both ends towards the Blackrock Dart Station boundary to close off access to the laneway. Where required, the height of the existing masonry wall will be raised to maintain a minimum height of 2.0m in relation to the finished scheme levels.



Figure 3-4 – Existing Deepwell House Boundary Wall

To delineate the boundary between the scheme corridor and Deepwell house, a new boundary wall will be constructed at a height of 3.0m above the proposed back of verge level or existing garden level, whichever is higher. The design of the new boundary wall will replicate the style of the existing boundary wall. The final details of the proposed boundary wall will be determined through negotiations with the landowner during the detailed design phase, taking into consideration the recommendations of the Deaton Lysaght Architects Architectural Heritage Impact Assessment Report. The folly located within Deepwell House grounds will be relocated elsewhere with the grounds of the property.

3.3. Operation

The proposals include retention of the current masonry wall that marks the northern boundary of the Deepwell House property. The wall will be extended at both ends towards the Blackrock Dart Station boundary to close off access to the laneway. Where required, the height of the existing masonry wall will be raised to maintain a minimum height of 2.0m in relation to the finished scheme levels.

4. EIA Screening

4.1. Introduction

The following elements need to be considered in determining whether the Proposed Development constitutes EIA development under the Planning and Development Regulations (2001-2023):

- If the Proposed Development is of a type listed in Schedule 5, Part 1;
- If not, whether:
 - it is listed in Schedule 5, Part 2; and
 - any part of it is located within sensitive area; or
 - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/or
 - it would be likely to have significant effects on the environment.

These points are explored further in this section with reference to the EIA regulations.

4.2. Schedule 5, Part 1 projects

EIA is mandatory for projects listed in Schedule 5, Part 1 of the EIA regulations. Schedule 5, Part 1 developments are large scale projects for which significant effects would be expected and comprise developments such as new airports and power stations.

The Proposed Development is not a type listed in Schedule 5, Part 1.

4.3. Schedule 5, Part 2 projects

The Proposed Development has been screened against the types of development, various processes and activities, in addition to the relevant thresholds listed in Schedule 5 Part 2 of the Planning and Development Regulations as amended 2001-2023. The Proposed Development may fall within the categories outlined in Table 4-1, which provide that an EIA must be completed – subject to specified thresholds being met or exceeded as detailed further below.

The Proposed Development has been reviewed in the following section to determine whether it is a type listed in Schedule 5, Part 2 or whether the Proposed Development exceeds any of the relevant Part 2 thresholds.

Table 4-1 - Screening against relevant thresholds under Schedule 5, Part 2

Schedule 5, Part 2 thresholds	Proposed Development
<p>10. Infrastructure developments</p> <p>(b)</p> <p>(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.</p>	<p>The proposed active travel scheme development has a site area of ca. 0.32 hectares and does not involve an area greater than 10 hectares in a built-up area. Therefore, this development does not require an EIAR to be produced in accordance with Schedule 5 Part 2 (10) (b) (iv).</p>
<p>13. Changes, extensions, development, and testing</p> <p>(c)</p> <p>Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have</p>	<p>There are three areas of demolition / relocation works proposed as part of the Active Travel Scheme. This involves the demolition of the existing footbridge over the Priory Stream, the demolition of a portion of the existing boundary wall at Deepwell House and the relocation of the folly within Deepwell House grounds. Due to the nature and scale of the proposed demolition works, this development does not require an EIAR to be produced in accordance with Schedule 5 Part 2 (13)(c).</p>

Schedule 5, Part 2 thresholds	Proposed Development
significant effects on the environment, having regard to the criteria set out under Schedule 7.	
15. Any development listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development is not likely to have significant effects on the environment with regard to criteria set out in Schedule 7. Having regard to the scale and nature of the development and based on the above information, the overall probability of significant impacts on the receiving environment arising from the proposed scheme is considered to be low and therefore does not exceed the threshold. An EIAR is not required to be prepared in accordance with Schedule 5 Part 2 (15).

Development types that are listed in Part 2 of Schedule 5, but are below the given threshold for that project type must be screened to determine whether an environmental impact assessment is required or not. As the Proposed Development is not a type of development identified in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001-2023, nor does the development exceed any of the relevant Part 2 thresholds as demonstrated in Table 4-1 above, there is no automatic requirement under the EIA Directive for it to be subjected to EIA. Notwithstanding this, DLRCC is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this sub-threshold EIA Screening Report has been prepared to determine whether there are significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7 of the Regulations.

4.4. Selection criteria for screening Schedule 5 development

Schedule 7 sets out the selection criteria which relate to specific matters, including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors are considered as part of the screening process and are set out below.

4.4.1. Characteristics of Proposed Development

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

- a) the size and design of the whole development;
- b) cumulation with other existing development and/or approved development;
- c) the nature of any associated demolition works;
- d) the use of natural resources, in particular land, soil, water and biodiversity;
- e) the production of waste;
- f) pollution and nuisances;
- g) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and,
- h) the risks to human health.

4.4.2. Location of Proposed Development

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

- a) the existing and approved land use;
- b) the relative abundance, availability, quality, and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
- c) the absorption capacity of the natural environment, paying particular attention to the following areas:
 - (i) wetlands, riparian areas, river mouths;
 - (ii) coastal zones and the marine environment;

- (iii) mountain and forest areas;
- (iv) nature reserves and parks;
- (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- (vi) areas 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 development, or in which it is considered that there is such a failure;
- (vii) densely populated areas; and,
- (viii) landscapes and sites of historical, cultural, or archaeological significance.

4.4.3. Types and 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 development 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);
- 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, and,
- h) the possibility of effectively reducing the impact.

The following section sets out a review of the above criteria and requirements specifically addressing the Proposed Development.

4.5. Schedule 7 Assessment

4.5.1. Characteristics of the Proposed Development

Table 4-2 below details the project characterises criteria, as set out in Schedule 7 of the Planning and Development Regulations 2001-2023.

Table 4-2: Characteristics of the Proposed Development.

Screening Criteria	Proposed Development
a) Size and design of the project	
Will the size and design of the whole project be considered significant?	No. The site is 130m in length and 0.32 ha in area and is not considered significant within the sub-urban setting.
b) Cumulation with other projects	
Will other existing projects and/ or approved projects be able to affect the project.	No existing developments, or approved developments, on or around the site will not affect or be affected by the development nor are there any plans for future land uses which could be affected. Three objectives of the CDP are as follows:

Screening Criteria	Proposed Development
	<ul style="list-style-type: none"> to provide residential development and improve residential amenity while protecting the existing residential amenities; to preserve and provide for open space with ancillary active recreational amenities; and, to protect, provide for and-or improve mixed-use district centre facilities. <p>The DLRCC planning database was consulted on 03/04/2024 and a review undertaken of other committed developments/ projects in the vicinity of the Proposed Development.</p>
c) Nature of any associated demolition works	
Will the construction of the project include any significant demolition works.	There shall be demolition of the existing footbridge over the Priory Stream and a portion of the existing boundary wall at Deepwell House. Additionally, a folly located within Deepwell House will be relocated elsewhere within Deepwell House grounds. However, no significant environmental impacts will occur because of the localised demolition / relocation works. These works are not considered to be significant demolition works.
d) Use of natural resources	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	<p>To accommodate the provision of the necessary pedestrian and cycle infrastructure, there is the requirement for the removal of 31no. trees. A targeted tree survey was undertaken by Dr Philip Blackstock (October 2022) based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age, and condition of all trees along the proposed route and any mitigation required where affected. Landscaping, in the form of replacement trees, new trees, new hedging and street furniture is intended along the length of the route and will be fulfilled by DLRCC Parks Department.</p> <p>Vegetation clearance would take place outside of the nesting season (February – August). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 24 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used.</p> <p>The use of natural resources is not considered significant.</p>
e) Production of waste	
Will the project produce wastes during construction or operation or decommissioning?	<p>Construction waste will be kept to a minimum with only demolition waste and any potential contaminated waste being removed offsite. The bridge that will be removed will be sent for recycling. The cast and wrought iron features (railings) of the existing bridge will be salvaged for future use by DLRCC.</p> <p>Operational waste will be minimal and recycling facilities will be included within the proposed design where required.</p>

Screening Criteria	Proposed Development
	Prior to construction of the development, the appointed contractor will prepare a Construction Resource and Waste Management Plan (RWMP). The RWMP will provide the segregation of all construction wastes into recyclable, biodegradable and residual wastes including any litter arising during the construction phase of the development.
f) Pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic, or noxious substances to air?	Air Quality in the area has an overall rating of 'Good' (recorded in May 2021) (EPA, 2023) with the closest air monitoring station located 3.7km south west of the site, in Dún Laoghaire having a status of '2 - Good' at the time of writing this report. Construction traffic emissions and dust from material delivery and removal, and earthworks will be kept to a minimum. These operations are likely to generate minimal, temporary dust emissions. Dust management measures will be set out in a Construction Environmental Management Plan (CEMP) to be developed by the Contractor. The Proposed Development will be designed to ensure that the risk of a pollution incident is very low.
Noise and vibration	Construction activities will slightly increase ambient noise and vibration levels on nearby sensitive receptors including residents of nearby properties. Construction activities will be programmed to minimise potential noise impacts to these receptors. However, no likely significant noise or vibration impacts will occur.
Release of light	The lighting will be designed to minimise the effects of light pollution on neighbouring properties.
Heat	The development will not cause release of heat.
Energy	The development will not cause release of energy.
Electromagnetic radiation	The development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters, or sea?	The potential for accidents or incidents causing oil and chemical spillages are limited. The contractor's compound will be remote from sensitive aquatic environments. Spill kits will be available in the contractor's compound and used spill kits will be disposed of at licenced waste facilities. With the adoption of standard site management procedures, during construction, no adverse impacts will arise and the residual effects on sensitive receptors would not be significant.
g) Risk of major accidents and/or disasters relevant to the project concerned	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters. Earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. A review of flooding maps (OPW, 2024) for the development location does not indicate a flooding risk.

Screening Criteria	Proposed Development
	<p>Based on the Stage 2 – Flood Risk Assessment, for the proposed scheme, the proposed levels for the development were compared against the 1 in 100-year flood event. It is noted that the levels within the Proposed Development are above the 1 in 100-year flood event and no justification test is required.</p> <p>Possible accidents relevant to the development include both vehicle and rail collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges. Major accidents affecting the development include generic risk of fire or explosion.</p> <p>The risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction or operation is considered to be low, given the nature and scale of the Proposed Development.</p>
<p>Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?</p>	<p>The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. There have been no identified past flooding events at the development site. Based on the Stage 2 – Flood Risk Assessment, for the proposed scheme, the proposed levels for the development were compared against the 1 in 100-year flood event. It is noted that the levels within the Proposed Development are above the 1 in 100-year flood event and no justification test is required.</p>
<p>h) The risks to human health</p>	
<p>Will the project present a risk to the population (having regard to population density) and their human health during construction, operation, or decommissioning? (for example, due to water contamination or air pollution)</p>	<p>Construction would be undertaken in accordance with standard construction management procedures. Given the nature and scale of the Proposed Development, any risk to the population and human health during construction or operation is considered to be negligible. The new scheme will provide an improved pedestrian and cycle route for the population in the area.</p>

In summary the above assessment concludes that the characteristics of the Proposed Development, will not be significant and does not prompt the requirement for an EIA. Given the limited extent of the development, in the context of the existing site, the limited likely use of natural resources, the low volume of waste likely to arise, the characteristics of the development are not such as to be likely to give rise to significant environmental effects.

4.5.2. Location of the Proposed Development

A description of the location of the Proposed Development and an assessment of the sensitivity of the geographical likely to be affected by the development is set out in Section 2 of this report. Table 4-3 below details the criteria considered and provides an assessment on the location of the Proposed Development.

Screening Criteria	Proposed Development
a) Existing and approved land use	
<p>Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?</p>	<p>The proposed works are considered to be compatible with the land use in the local area. The proposed works would provide active travel opportunities to the local population.</p> <p>Residential properties are located to the south of the Proposed Development. A CEMP will be implemented by the appointed Contractor during construction works to prevent/minimise nuisance arising from the construction phase.</p> <p>The contractor will inform and work with all stakeholders to address concerns.</p> <p>The Proposed Development lies within lands which are in ownership of DLRCC, Irish Rail and Deepwell House.</p> <p>There are no existing, or approved land uses for health, or education facilities in general, on, or around, the location that will be affected by the development. Access to the Public Right of Way (PRoW) to the existing laneway will be extinguished.</p> <p>The construction or operation of the development will not involve actions which will cause physical changes in the topography of the area.</p>
<p>The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>The Proposed Development comprises existing open space areas, developed paths, and private lands.</p> <p>To accommodate the provision of the necessary pedestrian and cycle infrastructure, there is the requirement for the removal of 31no. trees. A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age and condition of all trees along the proposed route and any mitigation required where affected. Landscaping, in the form of replacement trees, new trees, new hedging and street furniture is intended along the length of the route and will be fulfilled by DLRCC Parks Department.</p> <p>Vegetation clearance would take place outside of the nesting season (February – August). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 24 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used.</p> <p>Aggregates and soil will be re-used on site, where possible.</p> <p>The use of natural resources is not considered significant.</p>
<p>Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?</p>	<p>Aggregates and soil would be re-used on site, where possible. Material would be imported for the works including in-fill and concrete.</p>
b) Absorption capacity of the natural environment	

Screening Criteria	Proposed Development
<p>Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?</p>	<p>The South Dublin Bay and River Tolka Estuary SPA located ca. 20m north of the site comprises a substantial part of Dublin Bay. It includes the intertidal area between the River Liffey and Dun Laoghaire, and the estuary of the River Tolka to the north of the River Liffey, as well as Booterstown Marsh located ca. 1.1km northeast of the site. A portion of the shallow marine waters of the bay is also included.</p> <p>The Natura 2000 site is a Special Protection Area (SPA) under the E.U. Birds Directive, of special conservation interest for the following species: Light-bellied Brent Goose, Oystercatcher, Ringed Plover, Grey Plover, Knot, Sanderling, Dunlin, Bar-tailed Godwit, Redshank, Black-headed Gull, Roseate Tern, Common Tern and Arctic Tern. The E.U. Birds Directive pays particular attention to wetlands, and as these form part of the SPA, the site and its associated waterbirds are of special conservation interest for Wetland & Waterbirds.</p> <p>The SPA is an important site for wintering waterfowl. Although birds regularly commute between the south bay and the north bay, recent studies have shown that certain populations which occur in the south bay spend most of their time there. An internationally important population of Light-bellied Brent Goose (368) occurs regularly and newly arrived birds in the autumn feed on the Eelgrass bed at Merrion. At the time of designation, the site supported nationally important numbers of a further nine species: Oystercatcher (1,145), Ringed Plover (161), Grey Plover (45), Knot (548), Sanderling (321), Dunlin (1,923), Bar-tailed Godwit (766), Redshank (260) and Black-headed Gull (3,040). Other species occurring in smaller numbers include Great Crested Grebe (21), Curlew (127) and Turnstone (52). Little Egret, a species which has recently colonised Ireland, also occurs at this site. South Dublin Bay is a significant site for wintering gulls, with a nationally important population of Black-headed Gull, but also Common Gull (330) and Herring Gull (348). Mediterranean Gull is also recorded from here, occurring through much of the year, but especially in late winter/spring and again in late summer into winter. Both Common Tern and Arctic Tern breed in Dublin Docks, on a man-made mooring structure known as the E.S.B. dolphin – this is included within the site. Small numbers of Common Tern and Arctic Tern were recorded nesting on this dolphin in the 1980s. A survey in 1995 recorded nationally important numbers of Common Tern nesting here (52 pairs). The breeding population of Common Tern at this site has increased, with 216 pairs recorded in 2000. This increase was largely due to the ongoing management of the site for breeding terns. More recent data highlights this site as one of the most important Common Tern sites in the country with over 400 pairs recorded here in 2007.</p> <p>South Dublin Bay is an important staging/passage site for a number of tern species in the autumn (mostly late July to</p>

Screening Criteria	Proposed Development
	<p>September). The origin of many of the birds is likely to be the Dublin breeding sites (Rockabill and the Dublin Docks) though numbers suggest that the site is also used by birds from other sites, perhaps outside the state. This site is selected for designation for its autumn tern populations: Roseate Tern (2,000 in 1999), Common Tern (5,000 in 1999) and Arctic Tern (20,000 in 1996).</p> <p>The South Dublin Bay and River Tolka Estuary SPA is of ornithological importance as it supports an internationally important population of Light-bellied Brent Goose and nationally important populations of a further nine wintering species. Furthermore, the site supports a nationally important colony of breeding Common Tern and is an internationally important passage/staging site for three tern species. It is of note that four of the species that regularly occur at this site are listed on Annex I of the E.U. Birds Directive, i.e., Bar-tailed Godwit, Common Tern, Arctic Tern, and Roseate Tern. Sandymount Strand/Tolka Estuary is also a Ramsar Convention site.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?</p>	<p>Given the nature and scale of the Proposed Development there is no potential for impact on the absorption capacity of the natural environment, specifically to coastal zones or the marine environment.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?</p>	<p>There are no mountainous or forested areas within the vicinity of the Proposed Development. Therefore, there is no potential for impact on the absorption capacity of the natural environment in this regard.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation: Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?</p>	<p>A screening for Appropriate Assessment has been prepared for the development which investigated the potential for the Proposed Development to have significant effects on a European Site(s) either alone or in combination with other plans or developments.</p> <p>The AA screening (AtkinsRéalis 2024) Ref: 5217648DG0038) concluded <i>'that with the absence of any mitigation measures the proposed Blackrock Dart-Park Active Travel Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on South Dublin Bay SAC or South Dublin Bay and River Tolka Estuary SPA or any other European site.'</i></p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure?</p>	<p>The absorption capacity of the natural environment is characterised as follows:</p> <p>The area around the Proposed Development is sub-urban in nature with residential property located to the south, the Dart line and station and coastline located directly to the north, Blackrock Park to the west and a car park located to the east.</p> <p>As determined by the AA Screening (AtkinsRéalis, 2024) <i>'with the absence of any mitigation measures the proposed Blackrock Dart-Park Active Travel Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on South Dublin Bay SAC or</i></p>

Screening Criteria	Proposed Development
	<i>South Dublin Bay and River Tolka Estuary SPA or any other European site</i> .
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas because of the Proposed Development. The development will result in a positive impact in terms of facilitating active travel opportunities for the local population.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural, or Archaeological significance?	There is no potential for impact on the absorption capacity of the natural environment, specifically in relation to landscapes and sites of historical, cultural, or Archaeological significance. There will be demolition of the existing footbridge over the Priory Stream and it has been advised that the original cast and wrought iron features of the existing bridge be salvaged for future use by DLRCC. Additionally, a portion of the existing boundary wall is to be demolished and a folly located within Deepwell House grounds will be relocated elsewhere within Deepwell House Grounds (see Deaton Lysaght Architects Architectural Heritage Impact Assessment (2024)). However, no likely significant impacts to the receiving historical, cultural heritage or archaeological environment will occur as a result of the Proposed Development.

In summary, it is considered that the location of the Proposed Development indicates that the development will not constitute EIA development. Given the existing use of land in the area around the site there are limited natural resources in terms of soil, land and water that could be affected by the Proposed Development. The location of the development is not such as to be likely to give rise to significant environmental effects.

4.5.3. Characteristics of potential impact

Table 4-4 below details the screening assessment with reference to the characteristic of potential impacts as required under Schedule 7 of the Planning and Development Regulations, 2001-2023.

Table 4-4: Characteristics of Potential Impact

Screening Criteria	Proposed Development
a) The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The total length of the Proposed Development is 130m. The expected duration of the construction works is 10-12 months. The Proposed Development is in open space /existing walkways and residential lands. Direct impacts associated with the proposed works are likely to occur within the environs of the Proposed Development, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Due to the nature of the proposed works it is unlikely that the local population would be significantly affected by the development.
b) Nature of the impact	

Screening Criteria	Proposed Development
Outline the nature of the impact.	There will be temporary increases in dust, noise and traffic during the construction phase however with the implementation of standard control measures to be set out within the CEMP it is unlikely that impacts would give rise to significant environmental effects. Potential operational impacts from the Proposed Development could arise from lighting. DLRCC will engage with stakeholders including the adjacent residents throughout the design and construction stages to address any concerns if required.
c) Transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site no transboundary impacts would occur.
d) The intensity and complexity of the impact	
Outline the intensity and complexity of the impact	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
e) The probability of the impact	
Outline the probability of the impact	During construction, conventional construction and best environmental practice techniques will be readily deployed. In order to minimise disruption, however a CEMP will be implemented. It could not be concluded that there is a high probability that adverse environmental effects will occur. There will be no likely significant environmental effects during the construction phase. The Proposed Development will have an overall positive effect during the operational phase as it will provide active travel opportunities for the local population.
f) The expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact	It is expected that construction works will commence following receipt of the necessary statutory approvals and the duration of the works will be approximately 10-12 months. Working hours during the construction period will be normal construction hours. During the development it may be necessary to carry out some work outside of normal working hours. However, if required, this will be kept to a minimum and only undertaken following approval from DLRCC. The noise and air quality effects during construction will not likely be significant and can be managed via standard construction management practices.
g) Cumulation of the impact with the impact of other existing and/or approved development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	A search of Dún Laoghaire-Rathdown County Council Planning and An Bord Pleanála planning applications has been undertaken for applications submitted within the last 5 years in the vicinity of the Proposed Development (last accessed April 2024). Near the proposed works, projects that have been granted planning permission include retention of existing developments,

Screening Criteria	Proposed Development
	<p>typical extensions to domestic dwellings or the construction of new domestic dwellings.</p> <p>Key developments which shall be considered are large-scale developments in the region of the proposed active travel scheme.</p> <p>There are 6no. of these developments which have been further assessed in terms of cumulative effects with the proposed scheme and are presented in Table 4-5 below.</p> <p>In addition to granted planning applications, there are a number of other Dún Laoghaire-Rathdown County projects which are considered in Table 4-6 below.</p> <p>It is considered that there are no approved/ granted developments or projects that will act with the proposed scheme to give rise to likely significant cumulative effects on the receiving environment.</p>
h) Possibility of effectively reducing the impact	
<p>What measures can be adopted to avoid, reduce, repair, or compensate the impact?</p>	<p>The design of the Proposed Development has been developed to reduce potential construction and operational impacts. During construction the impact of the proposed works would be further reduced through the implementation of a CEMP. During operation, potential impacts would be reduced by the inclusion of design measures and operational control plans.</p>

Table 4-5 – Planning Applications near the proposed scheme

Planning Ref.	Decision Date	Location	Project details	Cumulative Impact Assessment
D19A/0824	30/06/2020	Congregation of the Holy Spirit, Blackrock College, Blackrock	Permission for the upgrading and reorientation of the existing natural grass playing pitches to reduce the existing gradient of the playing surface. The proposed works include the widening of an internal access road, new below ground drainage, soft landscaping and the introduction of grass embankments to facilitate the modified cross fall of the playing surfaces. Blackrock College has Protected Structures within its curtilage.	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
ABP-313509-22	Decision due 06/04/2023	National Transport Authority – Routed along the N31 Temple Road from the junction with Monkstown Road, then along R118 Rock Rd/Merrion Rd/Pembroke Rd/Baggot St Upper/Baggot St Lwr and Fitzwilliam St Lwr and Nutley Lane	Belfield/Blackrock to City Centre Core Bus Corridor Scheme which has an overall length of approximately 8.3km including roadworks to facilitate bus, cycling and urban realm improvements along with any associated ancillary/Ancillary Works for the scheme.	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
ABP-300745-18	25/05/2019	IMRF Frascati Limited Partnership Frascati Shopping Centre, Frascati Road, Blackrock, Co. Dublin	45no. apartment units over 3no. storeys, from second to fourth floor level, over the permitted ground and first floor levels of retail / restaurant floorspace and permitted lower ground floor car park	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
LRD22A/0930	15/09/2023	Dalguise House, Monkstown Road, Monkstown, County Dublin,	The Dalguise House Large-scale Residential Development is situated on the 3.58- hectare site of Dalguise House, Monkstown, Co. Dublin. The Proposed Development includes the demolition of a number of structures on site and the development of 494 no. residential units, 487 no. of	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.

			which are new build and 7 no. which will be provided in existing buildings	
ABP 313509	27/03/2024	BusConnects Belfield/Blackrock	The Proposed Scheme has an overall length of approximately 8.3km and is comprised of two main alignments in terms of the route it follows, from Blackrock to the City Centre and along Nutley Lane	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
ABP 311190	08/12/2021	Cross Avenue, Blackrock SHD	Strategic Housing Development - 244 no. Build to Rent apartments and associated site works	A planning application has been prepared for this project. Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.

Table 4-6 – Dún Laoghaire-Rathdown County projects near the proposed scheme

Planning Ref.	Project details	Cumulative Impact Assessment
Living Streets Blackrock	the proposed living streets scheme will upgrade the urban realm in Blackrock Village with new hard and soft landscaping, planting, and street furniture it will also enhance the pedestrian and cycle infrastructure in the village. The scheme will include works to the following roads: Rock Hill, Main Street, Georges Avenue, Main Street East (Maretimo Terrace), Carysfort Avenue and Temple Road.	Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
Living Streets: Coastal Mobility Route	The Living Streets: Coastal Mobility Route in Dun Laoghaire is a transportation project aiming to improve mobility and connectivity along the coast. In 2020 DLRCC implemented a temporary one-way traffic system from Blackrock to Sandycove and reallocated the surplus road space to a two-way segregated cycle track. The proposed works will further improve this temporary route and make it permanent.	Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
Blackrock Park and Trimleston Avenue sustainable Transport Improvements	In addition, Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, has recently developed sustainable transport improvements on the Rock Road	Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.

	between Blackrock Park and Trimleston Avenue. This Active Travel Scheme is a short two-way cycleway facility.	
Sutton to Sandycove Promenade and Cycleway	Proposed cycleway and pedestrian scheme currently under development	Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.
Dublin Bay Trail	Proposed cycleway and pedestrian scheme currently under development	Based on the location, scale and nature of this project, no likely cumulative effects to the receiving environment will occur.

From an assessment of the types and characteristics of the potential impacts likely to arise from the active travel scheme development it is considered it will not constitute EIA development.

Any potential effects would be restricted to the Proposed Development and a limited area in proximity to the Proposed Development. The Proposed Development is not considered to be significant as it is a stand-alone development that is neither functionally or legally dependent or interdependent with any other project².

Apart from pedestrians and road and rail users near the site, the local population and other sensitive receptors are unlikely to be affected by construction activities.

Furthermore, the AA Screening concluded that with the absence of any mitigation measures the proposed Blackrock Dart-Park Active Travel Scheme, either alone or in-combination with other plans or projects, will not result in significant effects on South Dublin Bay SAC or South Dublin Bay and River Tolka Estuary SPA or any other European site. Thus, it is recommended that it is not necessary for the scheme to proceed to Appropriate Assessment.

² <https://www.nationaltransport.ie/wp-content/uploads/2023/10/NTA-Guidance-for-EIA-and-AA-Screening-Final-241023.pdf>

5. Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations 2001- 2023 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the Proposed Development in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the Proposed Development it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2023). Notwithstanding this, DLRCC is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this sub-threshold EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7 of the Regulations.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.

Accordingly, the proposed Blackrock Dart - Park Active Travel Scheme by itself or in combination with other projects is not likely to have significant effects on the environment and therefore an EIAR is not required to be prepared. However, the competent authority will ultimately determine whether an EIA is required or not. Should the scope, nature or extent of the proposed scheme change, a new screening assessment (EIA Screening report or EIA Screening Addendum Report) would be required.

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