

Dún Laoghaire-Rathdown County Council

Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme

EIA Screening

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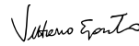


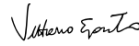


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1. Introduction

Arup has prepared this Environmental Impact Assessment (EIA) Screening Report on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) for a proposed Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme, comprising an active travel cycle route and pedestrian upgrade works (hereafter referred to as ‘the Proposed Development’). The Proposed Development comprises Phase 1 of the ‘Cherrywood to Shankill Cycle and Pedestrian Links’ scheme.

The Proposed Development (location shown in Figure 1.1) will include a high-quality cycle route and improved pedestrian routes between Cherrywood Park and Rathmichael Manor (Phase 1), which will enhance the priority of these modes of transport. It will include new cycle tracks, a ‘cycle street’ treatment along Bray Road, crossings treatments, upgraded footpaths and a new pedestrian crossing (at Rathmichael Manor). Localised replacement of existing infrastructure will be required to provide a more comprehensive cycle and pedestrian network.

Phase 2 of this cycle route is proposed to continue through Parc na Silla Rise, and to continue south through private lands at ‘Falmore’. The route then exits onto Falls Road where it will connect to the junction with Stonebridge Road.

Phase 2 of the route does not form part of the Proposed Development but is considered in the assessments, where relevant. Figure 1.2 depicts the two Phases of the ‘Cherrywood and Shankill Pedestrian and Cycle Links’ scheme.

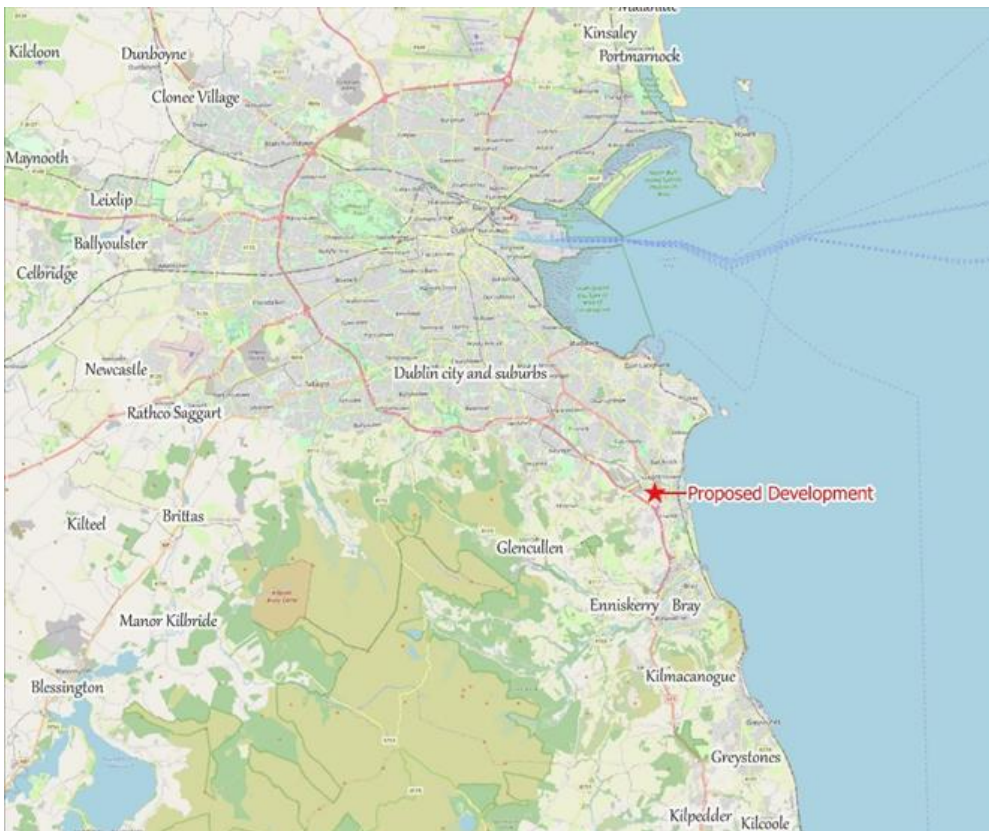


Figure 1.1: Location of the Proposed Development, near Loughlinstown



Figure 1.2 Phase 1 and Phase 2 of Cherrywood and Shankill Cycle and Pedestrian Links scheme

This document sets out the results of the EIA Screening and provides the competent authority (DLRCC) with the information necessary to undertake the EIA screening assessment in respect of the Proposed Development and to make an EIA Screening Determination.

1.1 Qualifications and Experience

Sinead Whyte (BSc, MSc, MCIEEM) has reviewed and approved this EIA Screening. She has over 27 years' experience in environmental impact assessment in Ireland and leads the Arup Environmental Consulting team in Ireland. She has significant experience in the assessment of complex transport projects and schemes, and is fully versed in relevant legislation, guidance and approved methodologies. She has been responsible for coordinating EIAR's in accordance with Directive 2014/52/EU.

Vittorio Esposito (BSc Civil Engineering, MSc Environmental Engineering and Sustainable Infrastructure) has authored this EIA Screening. He is an environmental engineer with 3 years experience.

2. Legislation and Guidance

2.1 Introduction

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. The requirement for screening of sub-threshold developments is outlined in this section.

2.2 Legislation

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment, as amended by Directive 2014/52/EU. Further details are provided in Section 2.2.1 below.

The requirements of the 2014 EIA Directive were transposed into Irish law with the enactment of a number of implementing legislative measures, including S.I. No. 296/2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 and S.I. No. 279/2019 – European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. These Regulations resulted in amendments to the following legislation which are considered relevant to this project:

- The Planning and Development Act 2000, as amended.
- The Planning and Development Regulations 2001, as amended.
- The Roads Act 1993, as amended, as amended.
- The Roads Regulations 1994, as amended.

Further information on all relevant legislation is provided in Section 2.2.1- Section 2.2.3 below.

2.2.1 EIA Directive 2014/52/EU

A European Directive for EIA has been in force since 1985 since the adoption of Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive of 1985 has been amended three times by Council Directives 97/11/EC, 2003/35/EC and 2009/31/EC. It was ultimately codified and repealed by Council Directive 2011/92/EU on 13 December 2011. This Directive was further amended in 2014 by Council Directive 2014/52/EU which sets out the current requirements for member states on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive sets out the requirements of the EIA process, including screening to determine the need for an EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA whilst projects listed in Annex II require screening to determine as to whether an EIA is required.

The EIA Directive 2014/52/EU defines the term ‘project’ as meaning: “the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources.”

Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects as follows:

“4(4) Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

4(5) The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:

(a) where it is decided that an environmental effect assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or

(b) where it is decided that an environmental effect assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.”

2.2.2 Planning and Development Act and Planning and Development Regulations

The EIA Directive has been transposed into Irish law under the Planning and Development Act, 2000, as amended and the associated Planning and Development Regulations 2001, as amended and European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Section 172 of the Planning and Development Act 2000, as amended, sets out the requirement for EIA.

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are transposed from Annex I and II of the Directive and set out in Schedule 5 of the Planning and Development Regulations 2001, as amended.

Under the legislation, all projects (defined in Section 2.2.1) can be placed into one of the following categories with regard to the EIA process:

- Those that exceed the thresholds set out in the legislation and therefore have a mandatory requirement to prepare an EIAR;
- Those projects that are sub-threshold must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment; and
- Projects that fall under Annex II (13) (a) of the EIA Directive where any change or extension of projects listed in Annex I or Annex II, already authorised, or in the process of being executed.

The information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001, as amended.

2.2.3 The Roads Act 1993 and Road Regulations 1994

The Roads Act 1993, as amended, and the Road Regulations 1994 provide the prescribed classes of road developments that trigger a mandatory EIA. Under Section 2 of the Roads Act, a “road” is defined as:

“(a) any street, lane, footpath, square, court, alley, or passage,

(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,

(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and –

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment; or

(ii) prescribed by the Minister”

Section 50(1)(a) of the Roads Act sets out the threshold for mandatory EIA which states:

‘A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road’.

The ‘prescribed types of road development’ under Section 50(1)(a)(iv) of the Roads Act 1993, as amended, are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994), as amended, which states the following:

‘(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be -

(a) 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 meters or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 meters or more in length’.

Section 50(1)(c) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states:

Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.

Section 50(1)(d) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states:

In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on—

(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),

(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),

(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or

(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,

the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.

Section 50(1)(e) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination (see below).

Annex III of the EIA Directive

SELECTION CRITERIA REFERRED TO IN ARTICLE 4(3) (CRITERIA TO DETERMINE WHETHER THE PROJECTS LISTED IN ANNEX II SHOULD BE SUBJECT TO AN ENVIRONMENTAL IMPACT ASSESSMENT)

1. Characteristics of projects

The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole project; (b) cumulation with other existing and/or approved projects; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) 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; (g) the risks to human health (for example due to water contamination or air pollution).

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular 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 national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC; (vi) 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; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), 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 approved projects; (h) the possibility of effectively reducing the impact.

2.3 Guidance

2.3.1 General guidance

A review of the above legislation was undertaken for the purpose of this EIA screening report. The following guidance documents have also been considered during the preparation of this report:

- National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA;
- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018);
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems;
- Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;
- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) *Guidance for Consent Authorities regarding Sub-Threshold Development*;
- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022);
- European Commission (2017) *Guidance on EIA Screening*;
- The Department of Housing Planning and Local Government's (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;
- The Department of the Environment, Heritage and Local Government (2003) Environmental Impact Assessment (EIA) *Guidance for Consent Authorities regarding Sub-threshold Development*;
- Office of the Planning Regulator (OPR) (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening.

The NTA guidance is the most recent with regard to EIA screening and further information is provided in Section 2.3.2.

2.3.2 NTA Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA

The NTA published the 'Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA' in 2023. The guidance describes the step-by-step approach to EIA screening for active travel projects, which is outlined:

Step 1. Understanding the Proposal

- Is the proposal a 'project' within the meaning of the EIA Directive?

Determine whether a proposal is a 'project' described in the EIA Directive and thus whether the EIA Directive applies.

- Is the project a 'sub-threshold development'?
 - If the project is not of a class of development in Schedule 5, Parts 1 and 2 of the Planning and Development Regulations 2001, as amended, it is not 'subthreshold development', no EIA or EIA screening is required.
 - If the proposed project is of a class set out in Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001, as amended, and does meet or exceed the relevant thresholds in Part 2 or where no threshold applies, or the thresholds in relation to "road development" set out in the Roads Act 1993 and Road Regulations 1994, a mandatory EIAR is required.

- If the proposed project is of a class set out in Schedule 5, Part 2 of the Planning and Development Regulations 2001, as amended, or the Roads Act 1993 and Road Regulations 1994, but does not meet or exceed the relevant threshold, it is a ‘sub-threshold development’ and must be screened for EIA.

Step 2. Preliminary Examination

Where a development is ‘sub-threshold’, a preliminary examination, of, at least, the nature, size or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, or where Schedule 7A information has been submitted by the applicant, the competent authority must carry out a screening determination. The screening determination can only be carried out on the basis of the Schedule 7A information which the competent authority must request if not already submitted.

3. EIA Screening Methodology

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the NTA guidance as set out in Section 2.3.2.

3.1 Step 1: Understanding the Proposal

As outlined in Section 2.3.2, the first step of EIA Screening is to understand the proposal.

3.1.1 A- Is the proposal a 'project' within the meaning of the EIA Directive?

The EIA Directive 2014/52/EU defines the term 'project' as meaning: "the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources."

As outlined in Section 1, the Proposed Development aims to implement infrastructure to support and encourage cycling and walking, which in addition will improve the connectivity to the Bride's Glen Luas stop and N11 bus stops. These improvements could help with modal shift towards sustainable modes. Thus, the proposed development is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed development.

3.1.2 B- Is the project a 'sub-threshold development'?

This step requires an evaluation of both the Planning and Development Regulations 2001, as amended, and the Roads Act, 1993, as amended, to determine if mandatory EIA is required, or whether the Proposed Development needs to be screened for EIA.

Planning and Development Regulations 2001

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in the aforementioned Schedule 5 has been carried out.

The Proposed Development is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, a mandatory EIA is not required under this class.

The Proposed Development is not a project type/class listed in Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. However, Part 2(15) of the Regulations states that

"Any project 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."

Part 2(15) of the Regulations ultimately requires the competent authority to determine, in the case where a project is considered 'sub-threshold' to the projects listed in Part 2 of Schedule 5, whether the project would likely give rise to significant effects on the environment.

The site area of the Proposed Development measures approximately 0.5 ha in (1 ha in total when including phase 2) and is situated between Cherrywood and Shankill.

Having regard to Part 2(15) of Schedule 5 of the Regulations, the Proposed Development could be considered sub-threshold urban development involving an area of 10 hectares in a built-up area, in respect of Part 2(10)(iv) of the Regulations:

"(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."

The Proposed Development constitutes an urban development in other parts of a built-up area. However, as the site area (including phase 2) is less than 1 hectare, the Proposed Development is considered a sub-threshold urban development.

Section 103 of the Planning and Development Regulations 2001, as amended sets out the requirements for screening a sub-threshold planning application for EIA as follows:

103.(1) (a) Where a planning application for sub-threshold development is not accompanied by an EIAR, the planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

(b) Where the planning authority concludes, 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 in regard to the likelihood of significant effects on the environment arising from the Proposed Development, it shall, by notice in writing served on the applicant, require the applicant to submit to the authority the information specified in Schedule 7A for the purposes of a screening determination unless the applicant has already provided such information, 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) by notice in writing served on the applicant, require the applicant to submit to the authority an EIAR and to comply with the requirements of article 105.

(1A) (a) Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information shall be accompanied by any further relevant information on the characteristics of the Proposed Development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account

(b) Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information may be accompanied by a description of the features, if any, of the Proposed Development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.

The information provided in this report provides details on the characteristics of the Proposed Development and its likely significant effects (if any) on the environment. It provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended. This information will assist the competent authority / roads authority, DLRCC, to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

Thus, as the proposed development can be considered to constitute ‘sub-threshold’ development with regards Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed development has the potential to give rise to significant effects on the environment.

Roads Act 1993, as amended

As noted in Section 2.2.3 above, Section 50 (1) of the Roads Act (1993) (as substituted by S.I No. 279 of 2019 and amended by S.I. 486 of 2019) specifies road developments for which an Environmental Impact Assessment is mandatory in Section 50(1)(a).

The Proposed Development does not comprise the construction of a motorway, busway or service area as defined in the Roads Act (1993), as amended.

The Proposed Development does not involve the “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 500 metres or more in length in an urban area;” No roads will be widened to four or more traffic lanes and no new four lane roads, bridges or tunnels will be constructed. Therefore, the Proposed Development does not constitute a ‘prescribed type of road development’ under section 50(1)(a)(iv) as set out in Part V of the Environmental Impact Assessment of the Road Regulations 1994 (as amended).

Phase 1 of the proposed development involves upgrade works to the Bray Road between the access to Cherrywood Park and Rathmichael Manor, which are assessed with regards Part V(8)(a) of the Environmental Impact Assessment of the Roads Regulations 1994, as amended (Refer to Table 3-1).

As described thoroughly in Section 5.2, Phase 1 of the proposed development is subdivided into three sections, described below and in Table 3-1.

- Section 1 runs along Bray Road (from the access to Cherrywood Park to Cherrywood Road junction) and is approximately 140m in length;
- Section 2 runs along Bray Road (from Cherrywood Road junction to N11/Bray Road access slip lane) and is approximately 320m in length; and
- Section 3 runs from the N11/Bray Road access slip lane to Rathmichael Manor and is approximately 260m in length.
- Phase 2 is also included in the table below so that the potential for project splitting can be accounted for.

Table 3-1: Requirement for Mandatory EIA Screening

	Phase 1 - Section 1	Phase 1 - Section 2	Phase 1 - Section 3	Phase 2
Existing Layout	Two-way carriageway. Footpath which is generally sub-standard in width and not continuous. The street is currently sign posted as ‘shared surface’.	Two-way carriageway. Footpath which is generally of adequate width.	Footpath and path which is informally operating as a cycle lane	Residential street and private lands at ‘Falmore’.
Proposed Works	Resurfacing works and the provision of an at-grade textured strip on either side of the carriageway. Minor widening of the footpath by locally (up to approximately 0.7m in width).	Resurfacing works, the provision of an at-grade textured strip on either side of the carriageway. Small section of pavement proposed as a shared path to allow for the transition to a two-way cycle track in Section 3. Realignment of the 40m section of one-way carriageway and access slip lane., encroaching into the existing verge. Traffic calming raised table also proposed at this location.	Formalisation of path as a two-way cycle track. Existing footpath maintained. Realignment of the path to cross Rathmichael Manor, with a new zebra crossing (with belisha beacons) provided. Cycle crossing also provided at Rathmichael Manor, with an improved shared path connection to the Loughlinstown footbridge.	Routes continues along the residential street of Parc na Silla Rise before using a new pedestrian/cycle bridge to continue south through private lands at ‘Falmore’. At the southern end of Falmore, the route emerges onto Falls Road where a it is proposed to provide a link to the junction with Stonebridge Road.
Length of proposed works	140m	320m	260m	800m (approx.)
Proposed Widening	No	No	No	No

	Phase 1 - Section 1	Phase 1 - Section 2	Phase 1 - Section 3	Phase 2
Proposed Layout	Footpath and 'cycle street' carriageway	Footpath and 'cycle street' carriageway before transitioning one-way carriageway and two-way cycle track.	Footpath and two-way cycle track, including new crossings.	'Cycle street' carriageway with new pedestrian/cycle bridge.
Requirement for EIA	No. Below threshold as not considered widening to provide four or more lanes*.	No. Below threshold as not considered widening to provide four or more lanes*.	No. Below threshold as not considered widening to provide four or more lanes*.	No. Below threshold as not considered widening to provide four or more lanes*.

**It is assumed that cycle tracks and footpaths do not constitute 'lanes' under subsection(1)(a)(iv) of section 50 of the Roads Act or Part V of the Roads Regulations.*

The Proposed Development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required.

As the Proposed Development does not exceed the thresholds for mandatory EIAR, it is considered to be 'sub-threshold' with regard to the 'prescribed types of road development' set out in Part V Environmental Impact Assessment of the Road Regulations 1994, as amended. Therefore, an EIA Screening assessment is required to determine if the Proposed Development has the potential to give rise to significant environmental effects.

3.2 Step 2: Preliminary Examination and Conclusion

Table 3-2 and Table 3-3 summarise the preliminary examination based on the information provided in Section 4 of this Report, on the nature, size and location of the Proposed Development.

Table 3-2: Preliminary Examination

Preliminary Examination		
	Comment	Yes/No/Uncertain
Nature of the development: Is the nature of the Proposed Development exceptional in the context of the existing environment?	The nature of the development is not exceptional in the context of the existing environment. The Proposed Development aims to implement cycling and pedestrian links in an urban area where cycle tracks, footpaths and roadways currently exist. The location of the proposed development is an urban area and within a mix of commercial, sustainable neighbourhood infrastructure and residential land uses.	No
Will the development result in the production of any significant waste, or result in significant emissions or pollutants?	Given the size and scale of the Proposed Development, significant waste, emissions or pollutants are not expected to arise as a result of the works.	No
Size of the development: Is the size of the Proposed Development exceptional in the context of the existing environment?	The Proposed Development is not exceptional in the context of the existing environment. The Proposed Development encompasses an area of approximately 0.5ha (increasing to 1 ha if including Phase 2). The total combined length of the Phase 1 route is 720m.	No
Are there cumulative considerations having regard to other existing and/or permitted projects?	The Bray to City Centre Bus Connects Core Bus Corridor scheme overlaps with the proposed development, proposing a relatively similar treatment along Bray Road. As part of the scheme, cycling improvements are planned along Stonebridge Road also. The BusConnects planning application includes an EIAR, NIS and CEMP. The provision of mitigation	No

Preliminary Examination		
	Comment	Yes/No/Uncertain
	<p>measures in these documents will minimise the potential for significant adverse impacts to arise.</p> <p>The proposed route will connect with the Cherrywood Green routes Network at the Cherrywood Park access.</p> <p>Other potential schemes proposed within the area include the extension of the Luas line from Cherrywood to Bray and Environs area.</p> <p>Phase 2 of the Proposed continues through Parc na Silla Rise and continues south through private lands at 'Falmore', the route then exits onto Falls Road where it would provide a connection to the junction with Stonebridge Road. Due to the timing of the construction and the provision of mitigation measures, no significant cumulative effects are likely to occur due to Phase 2.</p> <p>Due to the scale and size of the proposed development, no additional cumulative construction impacts are envisaged.</p> <p>The development of improved sustainable transport modes will have a cumulative beneficial impact on air, noise and climate.</p>	
<p>Location:</p> <p>Is the Proposed Development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?</p>	<p>The closest Natura 2000 sites lie approximately 2.6 km northeast of the proposed development. These are Rockabill to Dalkey Island SAC, with reefs (1170) and harbour porpoise <i>Phocoena phocoena</i> (1351) qualifying interests.</p> <p>The area where the proposed route is located is approximately 1.4km from waterbodies which flow through Kilcullen SAC and Killiney SAC Habitats designated as part of Special Area of Protection-Conservation Objective.</p> <p>In addition, the proposed route lies 4km north of a designated Salmonid River (River Dargle). under the Salmonid River Regulations (S.I. 293: European Communities (Quality of Salmonid Waters) Regulations, 1988).</p> <p>There are six proposed NHAs within 5km of the proposed routes. These include Loughlinstown Woods (Site Code: 001211), Dalkey Coastal Zone and Killiney Hill (Site Code: 001206), Dingle Glen (Site Code: 001207), Ballyman Glen SAC and proposed NHA (Site Code: 000713), Ballybetagh Bog (Site Code: 001202) and Knocksink Wood (Site Code: 0007225), Bray Head (Site Code: 000714).</p> <p>The proposed route is in close proximity to the Loughlinstown woods (pNHA). The Carrickmines Stream and the Shanganagh River converge under the Proposed Development. The Carrickmines Stream drains to predominantly urban areas such as Carrickmines and Cabinteely while the Shanganagh River drains the eastern slopes of the Dublin Mountains, flowing east through South Dublin and into the sea at Killiney Bay. Even though the works are standard in nature and best construction practices will reduce the potential for any likely significant effects, due to the proximity to these two sites, the impact of the proposed development on Loughlinstown Woods and on Shanganagh River /Carrickmines Stream is uncertain.</p>	Uncertain

Preliminary Examination		
	Comment	Yes/No/Uncertain
	There are no significant air, noise nor water/ground emissions arising from the Proposed Development site. As such there will be no direct or indirect effects on any Natura 2000 sites. In addition, the Proposed Development will not impact on habitats of high local value.	
Does the Proposed Development have the potential to affect other significant environmental sensitivities in the area?	<p>The construction phase of the proposed development has the potential to generate disturbance to local residents, the hospital and amenity areas.</p> <p>The operational phase of the proposed development is not expected to increase pollution concentrations or noise levels. In fact, there is likely to be an improvement due to a modal shift from private car. There are no other significant environmental sensitivities in the area.</p>	No

Table 3-3 Conclusion of Preliminary Examination

Conclusion of Preliminary Examination		
Based on a preliminary examination of the nature, size or location of the development: (Tick as appropriate)		
There is no real likelihood of significant effects on the environment. EIA is not required.	There is real likelihood of significant effects on the environment. An EIAR is required.	There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Proceed to Screening Determination.
		x

As noted in Table 3-3 the conclusion of Arup’s preliminary examination is that the nature, scale and location of the Proposed Development is such that there significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the Proposed Development. Thus, full EIA Screening is warranted.

As outlined in Section 3, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section 3, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

Section 4 - Section 6 of this EIA Screening Report sets out the information required under both Schedule 7A of the Planning and Development Regulations 2001, as amended, and Annex III of the EIA Directive, under the following headings:

- Characteristics of the Proposed Development;
- Location of the Proposed Development;
- Type and Characteristics of Potential Effects.

It is noted that the information set out in Schedule 7A of the Planning and Development Regulations 2001, as amended, is derived from Annex III of the EIA Directive and thus the information requirements largely align.

Table 3-4 identifies the relevant sections of this EIA Screening Report where the required information is set out.

Table 3-4 Required information outlined in Schedule 7A and Annex III

Schedule 7A information (Planning and Development Regulations)	Annex III of EIA Directive (Road Regulations)	Section of this EIA Screening Report where this is addressed
<p>1. A description of the Proposed Development, including in particular—</p> <p>(a) a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works, and</p> <p>(b) a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.</p>	<p>1. Characteristics of projects</p> <p>The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole project; (b) cumulation with other existing and/or approved projects; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) 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; (g) the risks to human health (for example due to water contamination or air pollution).</p>	<p>Section 5-Characteristics of the Proposed Development</p>
<p>2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.</p>	<p>2. Location of projects</p> <p>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular 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 national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;</p> <p>(vi) 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; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>Section 4- Location of the Proposed Development</p>
<p>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—</p> <p>(a) the expected residues and emissions and the production of waste, where relevant, and</p>	<p>3. Type and characteristics of the potential impact</p> <p>The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account: (a) the magnitude and spatial extent of the impact (for example geographical area and size of</p>	<p>Section 6- Type and Characteristics of Potential Effects</p>

Schedule 7A information (Planning and Development Regulations)	Annex III of EIA Directive (Road Regulations)	Section of this EIA Screening Report where this is addressed
(b) the use of natural resources, in particular soil, land, water and biodiversity.	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 approved projects; (h) the possibility of effectively reducing the impact.	

3.3 Step 3: Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Sections 3.1 and 3.2 respectively, a formal screening determination must take place. Sections 4 to Section 6 provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended. This information will assist the competent authority / roads authority, DLRCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended. The final determination on EIA Screening will be made by DLRCC, as the competent authority.

4. Location of the Proposed Development

This Section describes the location of the Proposed Development, in accordance Schedule 7A of the Planning and Development Regulations 1993, as amended, and Annex III of the EIA Directive.

a. Generally describe the location of the site and its surroundings:

The Proposed Development is situated along the Bray Road (between the access to Cherrywood Park and Rathmichael Manor) in Dublin 18. Refer to Figure 4.1 for the location of the Proposed Development (Phase 1).

St Columille's Hospital is located to the west of the proposed route. Residential areas are also located around the proposed route at Rathmichael Manor and for Phase 2 along Parc na Silla Rise and Falls Road. The route is also located south-east of the Cherrywood SDZ which will provide access to several other developments in the area.

The proposals are described below and broken down into three key sections:

Section 1 – Bray Road (Cherrywood Park Access to Cherrywood Road junction)

The section is approximately 140m in length along the Bray Road (between Cherrywood Park and the Cherrywood Road junction) and provides access to a small number of businesses and residences. It is a lightly trafficked street which is proposed to be converted to a 'cycle street'. This involves the provision of a new surface course on the existing pavement, footpath widening and road markings.

Section 2 – Bray Road (Cherrywood Road junction to N11/Bray Road access slip lane)

The section is approximately 320m in length, accommodates two-way traffic and provides access to a relatively small number of businesses and residences. There is approximately 40m which is one-way northbound for traffic (between the N11 off-slip and the driveway).

It is a lightly trafficked street which is proposed to be converted to a 'cycle street'. This involves the provision of a new surface course on the existing pavement, footpath widening and road markings. The section of one-way northbound carriageway will be realigned to accommodate a shared path / cycle track at that section.

Section 3 – N11/Bray Road access slip lane to Rathmichael Manor

The section is approximately 260m in length and is traffic free at present. There is an existing separate footpath and path which is informally operating as a cycle lane at present. Near the existing bus stop, the path ends for a section, while there are also concrete barriers in place along the path at present.

It is proposed to apply a coloured surface treatment along the existing path and formalise the route as a two-way cycle track with road markings. Approximately 15m of the route in this section will be developed into a new path on approach to Rathmichael Manor, with a pedestrian crossing (with Belisha Beacons) and an adjacent cycle crossing provided. It is also proposed to widen to 3m the existing path to the pedestrian bridge. Minor modifications at the existing bus stop along this section will also be required.

Refer also to the drawings in Appendix A which shows the detail of the Proposed Development.



Figure 4.1: Location of the Proposed Development

- b. Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:
- European site
 - NHA/pNHA
 - Designated Nature Reserve
 - Designated refuge for flora or fauna
 - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.

The proposed development does not overlap with or pass through any designated European Sites. The nearest European Site is Rockabill to Dalkey Island SAC (Site Code: 003000), which lies approximately 2.6 km northeast of the proposed development. It has been designated and its qualifying interests are reefs (1170) and harbour porpoise *Phocoena phocoena* (1351).

The zone of potential influence for Natural Heritage Area (NHAs) is considered to be limited to 5km, and there are six proposed NHAs within 5km of the proposed routes. These include Loughlinstown Woods (Site Code: 001211), Dalkey Coastal Zone and Killiney Hill (Site Code: 001206), Dingle Glen (Site Code:

001207), Ballyman Glen SAC and proposed NHA (Site Code: 000713), Ballybetagh Bog (Site Code: 001202) and Knocksink Wood (Site Code: 0007225), Bray Head (Site Code: 000714).

The site is considered to have features of ecological interest due to its proximity to an SPA and pNHA. Refer to Section 6.2 for further information on potential impacts.

- c. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?

Two wetland areas have been identified within 2 km northwest of the site. These are Kilbogget Park Pond (1.5 km) and Cabinteely Park Pond (2 km).

The proposed route also lies 4km north of the River Dargle, which is a designated Salmonid River under the Salmonid River Regulations (S.I. 293: European Communities (Quality of Salmonid Waters) Regulations, 1988).

- d. Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?

The proposed route is located within 120m of the Loughlinstown Woods and Loughlinstown Pitch and Putt club, through which the Carrickmines Stream/ Shanganagh River flows.

Refer to Section 6.4 for an appraisal of potential landscape and visual impacts.

The site is not considered to be of significant landscape character significance.

- e. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?

There are no Architectural Conservation Areas (ACAs) located within proximity of the site.

There are two designated features of industrial heritage under the DLR County Development Plan 2022-2028. These are the bridge (Site 654) location 'Southern side of the main road at Loughlinstown' and letter box (Site 1018) on Bray Road.

There are several Protected Structures in the vicinity of the Proposed Development. Of most significance is Waterfall Cottage RPS 1770 located to the west of the proposed development, on Cherrywood Road.

Within grounds of St. Columcille's Hospital, there are two designated protected structures i.e. The Chapel (RPS No. 2123) and Hospital (Former Work House) (RPS No. 2122).

Refer to Section 6.3 for further information on historic features.

- f. Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?

Residential areas are located around the proposed route at Rathmichael Manor. St Columcille's Hospital is accessed from Rathmichael Manor.

Along Bray Road there are a mixture of commercial businesses and residences.

Access will be maintained to throughout the construction phase to all commercial and community facilities. Consultation will be undertaken as necessary with affected receptors during the construction phase through consultation to manage the potential disruption to traffic.

- g. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?

The route lies approximately c. 1.4km southwest of Kilcullen groundwater in SAC and SPA Habitats, designated as part of Special Area of Protection-Conservation Objective. It also lies c. 1.1 km west of Killiney Bay which has surface waters in SAC Habitats (Special Area of Protection-Conservation Objective).

- h. Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?

The Carrickmines Stream / Shanganagh River, which flows north and east of the proposed route has been identified as *Moderate* to *at risk* under the Water Framework Directive. In addition, water quality data obtained within the proposed development has shown a River Q value of 3, indicating *Poor* ecological status within the Shanganagh River.

- i. Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?

Loughlinstown River, South converges with the Loughlinstown River, North approximately in the intersection between N11 and Cherrywood Road along the proposed route. This then becomes the Shanganagh River, which runs below 'Section 1' of the proposed route. Past flood events have been recorded at the Shanganagh River and records show 10 previous events dating from 1980 to 2011¹. A recurring flood event has been identified at Commons Road (northeast of the proposed development).

Groundwater risk within the area has also been classified as *Good* and is abstracted for drinking water in the area.

- j. Are there any additional considerations that are specific to this location?

No additional considerations in addition to those previously identified are specific to this location.

¹ <https://www.floodinfo.ie/map/floodmaps/>

5. Characteristics of the Proposed Development

5.1 Overview of the Proposed Development

The proposed development is located between Cherrywood and Shankill, Dublin 18.

The proposed development is located on lands that are defined in the EPA CORINE land cover classification as Agricultural Areas (west of N11) and Artificial Surfaces (east of N11), as described in Section 6.2.

The Proposed Development will include a high-quality cycle route and improved pedestrian routes between Cherrywood Park and Rathmichael Manor (Phase 1), which will enhance the priority of these modes of transport. It will include new cycle tracks, a ‘cycle street’ treatment along Bray Road, crossings treatments, upgraded footpaths and a new pedestrian crossing (at Rathmichael Manor). Localised replacement of existing infrastructure will be required to provide a more comprehensive cycle and pedestrian network.

The location of the Proposed Development is illustrated in Figure 5.1.

The description of the Proposed Development and associated upgrades at each of the above locations is described in Table 5-1 below.

Table 5-1 Description of the Proposed Development



Figure 5.1: Location of the proposed development

Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme

Project Description

The Proposed Development will include a high-quality cycle route and improved pedestrian routes between Cherrywood Park and Rathmichael Manor (Phase 1), which will enhance the priority of these modes of transport. It will include new cycle tracks, a ‘cycle street’ treatment along Bray Road, crossings treatments, upgraded footpaths and a new pedestrian crossing (at Rathmichael Manor). Localised replacement of existing infrastructure will be required to provide a more comprehensive cycle and pedestrian network.

5.2 Description of the Proposed Development

5.2.1 Introduction

- a. The size and design of the whole of the Proposed Development (including any demolition works):

The Proposed Development will include a high-quality cycle route and improved pedestrian routes between Cherrywood Park and the Rathmichael Manor (Phase 1), which will enhance the priority of these modes of transport. It will include cycle tracks, 'cycle street', crossings treatments and new footpaths. Localised replacement of existing infrastructure will be required to provide a more comprehensive cycle and pedestrian network.

The proposals are described below and broken down into three key sections:

Section 1 – Cherrywood Park Access to Cherrywood Road

The section is approximately 140m in length (between Cherrywood Park and the Cherrywood Road junction) and provides access to a small number of businesses and residences. It is a lightly trafficked street which is proposed to be converted to a 'cycle street'. This involves the provision of a new surface course on the existing pavement, footpath widening and road markings.

Section 2 – Cherrywood Road to N11 off slip road

The section is approximately 320m in length, accommodates two-way traffic and provides access to a relatively small number of businesses and residences. There is approximately 40m which is one-way northbound for traffic (between the N11 off-slip and the driveway).

It is a lightly trafficked street which is proposed to be converted to a 'cycle street'. This involves the provision of a new surface course on the existing pavement, footpath widening and road markings. The section of one-way northbound carriageway will be realigned to accommodate a shared path / cycle track at that section.

Section 3 – N11 off-slip road to Rathmichael Manor

The section is approximately 260m in length and is traffic free at present. There is an existing separate footpath and path which is informally operating as a cycle lane at present. Near the existing bus stop, the path ends for a section, while there are also concrete barriers in place along the path at present.

It is proposed to apply a coloured surface treatment along the existing path and formalise the route as a two-way cycle track with road markings. Approximately 15m of the route in this section will be developed into a new path on approach to Rathmichael Manor, with a pedestrian crossing (with Belisha Beacons) and an adjacent cycle crossing provided. It is also proposed to widen to 3m the existing path to the pedestrian bridge. Minor modifications at the existing bus stop along this section will also be required.

5.2.2 Construction Works

5.2.2.1 Site Preparation

It is anticipated that the contractor will be able to utilise part of the existing carriageway or verges for their site set up and accommodation (site compound).

Prior to the commencement of the works, the contractor will be required to develop a Temporary Traffic Management Plan (TTMP) where the works directly or indirectly interact with live traffic. This TTMP will consider any planning conditions associated with the works. This may involve closing the off-road slip from the N11 onto the Bray Road for a short period of time while the realignment of the one-way section of

roadway is occurring². An alternative route is available at the junction with Cherrywood Road and the impact to traffic is negligible.

5.2.2.2 Site Clearance

The following will be cleared and removed off site as part of the works:

- excavation of approximately 1m strip of existing grass verge to provide a realigned carriageway (approximately 40m in length);
- clearance of old paths (where needed); and
- other items made redundant (e.g., fencing).

The site clearance works will be completed using a combination of mechanical excavators, dump trucks and hand tools.

5.2.2.3 Utilities

Raising and lowering of existing utility chambers are required.

5.2.2.4 Excavation and Resurfacing

The planned works include a 40m x 1m strip also where excavation and removal of soil is required for the carriageway realignment. The excavation will be undertaken by a mechanical excavator and transported off site via a tipper truck and disposed of in a suitable licenced facility.

Excavation of up to 600mm below the finished road surface is anticipated where new carriageway is proposed and may include capping if necessary.

Where new cycle tracks or footpaths are proposed, it is expected that excavations will be to a depth of 200-300mm with the width varying.

Along existing carriageways which are proposed to become a 'cycle street', cold-milling of the existing carriageway (40-50mm) will be required along with the laying of a new surface course. New kerbs will be required in certain locations along the route (i.e., where footpath widening is proposed).

New tactile paving will be provided at key crossing locations also.

A trench and pavement reinstatement works will be required for the proposed pedestrian crossing at Rathmichael Manor to allow for the installation of ducting and a connection to a power supply.

No demolition works are proposed.

5.2.2.5 Drainage and Public Lighting

Works will tie into existing drainage where possible. New gullies and connections to existing stormwater drainage system will be installed at certain locations, however it is anticipated to be limited. In addition, a small number of new public lighting poles may also be required.

5.2.2.6 Traffic Calming Ramps

Works will include the provision of traffic calming raised tables along the existing carriageway. These are typically 6m in length and raise to 75-125mm above the existing carriageway level.

² In coordination with local business requirements

5.2.2.7 Road Signs and Road Marking

Several interventions such as traffic calming, road markings, pavement surfacing, new crossings and footpath improvements are planned improve the pedestrian and cycling environment along the proposed route. This will include:

- coloured surface treatment of cycle tracks and where a ‘cycle street’ is proposed;
- installation of new road signs and markings; and
- provision of a new pedestrian and cycle crossing including Belisha Beacons.

5.2.3 Operational Phase

The Proposed Development will include a high-quality cycle route and improved pedestrian routes between Cherrywood Park and the Rathmichael Manor (Phase 1), which will enhance the priority of these modes of transport. It will include cycle tracks, ‘cycle street’, crossings treatments and new footpaths. Localised replacement of existing infrastructure will be required to provide a more comprehensive cycle and pedestrian network.

The contractor will be required to maintain a Construction Environmental Management Plan (CEMP). The employment of good construction management practices for the proposed development will serve to minimise the risk of pollution of soil, storm water run-off or groundwater. There is potential for air quality and noise impacts during the construction phase due to the scale of the works and the proximity of sensitive receptors.

The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulation 2013 (S.I. No. 219 of 2013). The construction works are standard in nature and well understood. Normal good construction practice will ensure that the risk of accidents will be low. It is envisaged that the risk of accidents, having regard to substances or technologies used will not result in significant environmental effects.

In general, the proposed development will be beneficial for both pedestrians and cyclists by improving their journey times and access to public transport. The development aims to reduce the reliance on travel by car and provide safer routes for pedestrians and cyclists.

Overall, the proposed development will have a positive impact on human health and will provide improved pedestrian and cycling facilities within the Cherrywood/Loughlinstown area. The development is likely to have a positive impact on air quality and climate due to improved incentives for walking/cycling, encouraging a modal shift from private car.

6. Type and Characteristics of the Potential Impacts

This Section describes the types and characteristics of potential impacts, in accordance with Section (B)(3) of Form 3 of the OPR Practice Note PN02- Environmental Impact Assessment Screening.

6.1 Population and Human Health

Increased traffic movements during the construction phase of the proposed development may cause some disruption to local residents, business, road users and pedestrians. In addition, temporary noise, vibration and air quality nuisances may also be experienced by members of the public during construction phase. A traffic management plan will be prepared to manage construction traffic during the construction phase. Given the duration of the works (6-8 weeks) these impacts are not considered to be significant at this stage.

In general, there will be limited impacts to the existing vehicular traffic on the surrounding road network.

The operational phase of the proposed development would have a positive effect in that it would increase opportunities for active pedestrian and cycle transport and improve connectivity within the Cherrywood, Shankill and Loughlinstown areas.

In general, the proposed development will be beneficial for both pedestrians and cyclists by improving their journey times and access to public transport. The proposed development aims to reduce the reliance on travel by car and provide safer routes for pedestrians and cyclists.

The proposed development will improve access to public transport. It will facilitate access to the existing bus stops on the N11 and Dublin Road as well as the Brides Glen Luas stop.

No significant population or human health effects are predicted during the construction or operation of the proposed development. There are no likely significant cumulative population and human health effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.2 Biodiversity

The proposed development lies approximately 2.6 km from the closest designated site (Rockabill to Dalkey Island SAC) with reefs (1170) and harbour porpoise *Phocoena phocoena* (1351) qualifying interests. Other Natura 2000 sites located within the immediate zone of influence of the proposed development have been listed in Table 6.1 and Table 6-2.

Table 6-1: Designated sites located within the zone of influence of the proposed development

Site Code	Site name	Approximate Distance (km)
000210	South Dublin Bay SAC	6.08
000713	Ballyman Glen SAC	4
000725	Knocksink Wood SAC	5
002122	Wicklow Mountains SAC	7.4
003000	Rockabill to Dalkey Island SAC	2.6
000714	Bray Head SAC	5
004024	South Dublin Bay and River Tolka Estuary SPA	5.6
004040	Wicklow Mountains SPA	7.6
004236	North-west Irish Sea SPA	10.8
004172	Dalkey Islands SPA	4

The zone of potential influence for Natural Heritage Area (NHAs) is considered to be limited to 5km. There are six proposed NHAs including Loughlinstown Woods (Site Code: 001211), Dalkey Coastal Zone and Killiney Hill (Site Code: 001206), Dingle Glen (Site Code: 001207), Ballyman Glen SAC and proposed

NHA (Site Code: 000713), Ballybetagh Bog (Site Code: 001202), Bray Head (Site Code: 000714) (Refer to Table 6-2).

The proposed route is in close proximity to the Loughlinstown Woods (pNHA) and Loughlinstown Pitch and Putt club, through which the Shanganagh River flows. Due to the vicinity to the river and to the woods, it is expected that there is potential for dust to be emitted during construction, and for runoff, affecting water quality and having an impact on ecology. However, the works are standard in nature and best construction practice will reduce the potential for any likely significant effects to the conservation status of these areas.

Table 6-2: Proposed NHA within 5km of the proposed development.

Site Code	Name	Distance	Description
001211	Loughlinstown Woods	~100 m (NE)	Proposed NHA
001206	Dalkey Coastal Zone and Killiney Hill	~1.1 km (NE)	Proposed NHA
001207	Dingle Glen	~2.8 km (W)	Proposed NHA
000713	Ballyman Glen	~3.7 km (S)	Proposed NHA
001202	Ballybetagh Bog	~5 km (SW)	Proposed NHA
000714	Bray Head	~5 km (SE)	Proposed NHA

In addition, as a result of the construction phase of the Proposed Development, no tree and hedgerow removal will be required throughout the site. The proposed development is located in an area of low to moderate ecological value and as such predicted to have an imperceptible effect on biodiversity.

The National Biodiversity Data Centre (NBDC) website (www.biodiversityireland.ie) contains a mapping tool that indicates known records of legally protected species within a selected OS 2km grid square. The site is located within square O22L and data on these squares was downloaded from the website on 31st October 2023. These are illustrated below in Figure 6.1.

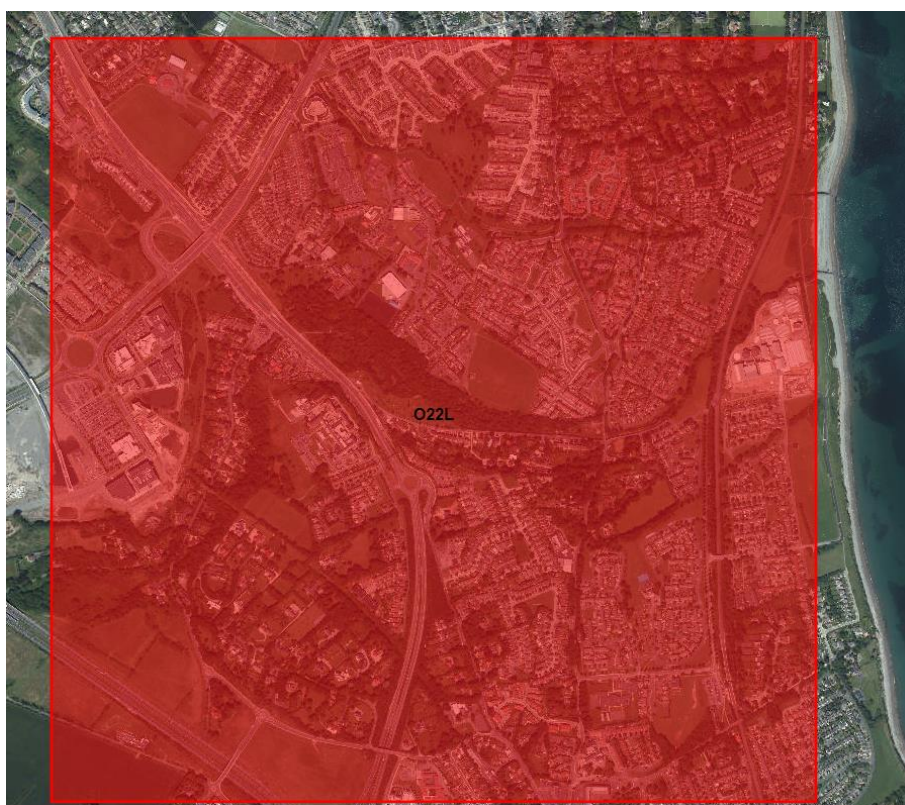


Figure 6.1: Grid Square O22L (2km²)

It is noted that this list is not exhaustive, and an absence of records does not imply that they are not present within the given area. The results are included in Table 6-3. Due to the level of existing hardstanding within the boundaries of the Proposed Development, it is not likely that any of these species are reliant on habitats present within the existing road corridor.

Table 6-3: Protected Species

Grid Reference	Associated Route(s)	Species	Protected Species
O22L	Cherrywood Park, Bray Road, N11, Loughlinstown Pedestrian Bridge	Bird	Barn Swallow (<i>Hirundo rustica</i>), Black-headed Gull (<i>Larus ridibundus</i>), Brent Goose (<i>Branta bernicla</i>), Common Kingfisher (<i>Alcedo atthis</i>), Common Linnet (<i>Carduelis cannabina</i>), Common Pheasant (<i>Phasianus colchicus</i>), Common Sandpiper (<i>Actitis hypoleucos</i>), Common Snipe (<i>Gallinago gallinago</i>), Common Starling (<i>Sturnus vulgaris</i>), Common Swift (<i>Apus apus</i>), Common Tern (<i>Sterna hirundo</i>), Common Wood Pigeon (<i>Columba palumbus</i>), Eurasian Curlew (<i>Numenius arquata</i>), Eurasian Oystercatcher (<i>Haematopus ostralegus</i>), Eurasian Reed Warbler (<i>Acrocephalus scirpaceus</i>), Eurasian Tree Sparrow (<i>Passer montanus</i>), Eurasian Woodcock (<i>Scolopax rusticola</i>), Great Black-backed Gull (<i>Larus marinus</i>), Great Cormorant (<i>Phalacrocorax carbo</i>), Herring Gull (<i>Larus argentatus</i>), House Martin (<i>Delichon urbicum</i>), House Sparrow (<i>Passer domesticus</i>), Lesser Black-backed Gull (<i>Larus fuscus</i>), Little Egret (<i>Egretta garzetta</i>), Mallard (<i>Anas platyrhynchos</i>), Mediterranean Gull (<i>Larus melanocephalus</i>), Mew Gull (<i>Larus canus</i>), Mute Swan (<i>Cygnus olor</i>), Northern Lapwing (<i>Vanellus vanellus</i>), Peregrine Falcon (<i>Falco peregrinus</i>), Rock Pigeon (<i>Columba livia</i>), Sand Martin (<i>Riparia riparia</i>), Sky Lark (<i>Alauda arvensis</i>), Water Rail (<i>Rallus aquaticus</i>), Yellowhammer (<i>Emberiza citrinella</i>)
O22L	Cherrywood Park, Bray Road, N11, Loughlinstown Pedestrian Bridge	Liverwort	Petalwort (<i>Petalophyllum ralfsii</i>)
O22L	Cherrywood Park, Bray Road, N11, Loughlinstown Pedestrian Bridge	Terrestrial mammal	Eurasian Badger (<i>Meles meles</i>), Eurasian Pygmy Shrew (<i>Sorex minutus</i>), Eurasian Red Squirrel (<i>Sciurus vulgaris</i>), Pipistrelle (<i>Pipistrellus pipistrellus sensu lato</i>), Soprano Pipistrelle (<i>Pipistrellus pygmaeus</i>), West European Hedgehog (<i>Erinaceus europaeus</i>)

The invasive species: American Skunk-cabbage (*Lysichiton americanus*), Butterfly-bush (*Buddleja davidii*), Canadian Waterweed (*Elodea canadensis*), Cherry Laurel (*Prunus laurocerasus*), Giant Hogweed (*Heracleum mantegazzianum*), Himalayan Honeysuckle (*Leycesteria formosa*), Japanese Knotweed (*Fallopia japonica*), Nuttall's Waterweed (*Elodea nuttallii*), Sea-buckthorn (*Hippophae rhamnoides*), Spanish Bluebell (*Hyacinthoides hispanica*), Sycamore (*Acer pseudoplatanus*), Three-cornered Garlic (*Allium triquetrum*), Traveller's-joy (*Clematis vitalba*), Jenkins' Spire Snail (*Potamopyrgus antipodarum*), Brown Rat (*Rattus norvegicus*), Eastern Grey Squirrel (*Sciurus carolinensis*) were also recorded within this the grid square.

The Proposed Development will not impact on habitats of high local value. Therefore, it is not envisaged that the Proposed Development will result in significant effects on biodiversity.

6.3 Historical, Cultural and Archaeological Heritage

Although there has been much development in the Loughlinstown in the last 20 years it has been shown through recent investigations that the potential for survival of previously unrecorded archaeology remains present, even in areas where partial disturbance has occurred.

There are no recorded archaeological monuments within the immediate vicinity of the proposed development. The closest recorded monuments is the Inn site RMP Ref: DU026-028----) located immediately to the northwest. None of the recorded monuments will be impacted by the proposed development.

No Architectural Conservation Areas (ACA) have been identified within 500m of the proposed development.

There are several Protected Structures in the vicinity of the Proposed Development. Of most significance is Waterfall Cottage RPS 1770 located to the west of the proposed development, on Cherrywood Road.

Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme

Within grounds of St. Columcille's Hospital, there are two designated protected structures i.e. The Chapel (RPS No. 2123) and Hospital (Former Work House) (RPS No. 2122).

There are two designated features of industrial heritage under the DLR County Development Plan 2022-2028. These are the bridge (Site 654) location 'Southern side of the main road at Loughlinstown' and letter box (Site 1018) on Bray Road.

6.4 Landscape and Visual

The proposed development is located on lands that are defined in the EPA CORINE, previously described in Section 1. The Loughlinstown/Shankill area and environs has a mix of landscape typologies, including existing residential and commercial development, areas of disturbed ground and scrubland, and agricultural land. The proposed development is one of a number of developments either at planning stage or under construction in this area. The Loughlinstown area is therefore a dynamic environment, which is currently undergoing constant visual change.

During construction there will be a change to the landscape and there will be temporary negative visual impacts for residents and visitors to the areas adjacent to the proposed development associated with construction activity.

No significant landscape and visual effects will occur during the construction or operation of the proposed development. There are no likely significant cumulative landscape and visual effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.5 Soils and Geology

The proposed development area comprises of soils predominantly of Made Ground, Limestone Till and Granite Till. Based on a high-level review of EPA and OSI mapping portals, the route for the proposed development lies above areas classified under the SIS National Soils as Urban and Clonroche (Fine loamy drift with siliceous stones).

The area lies above a Locally Important (LI) Bedrock Aquifer which is Moderately productive in Local Zones. The bedrock is classified as Dark blue-grey slate, phyllite & schist. The proposed development will largely run above areas of low groundwater vulnerability, indicating that the risk of hitting bedrock during potential excavations is low. However, the section of the route which is proposed to cross the N11 lies within an area of high groundwater vulnerability, indicating bedrock is close to the surface at this site. There are no known karst features within the area.

Due to the scale and location of the works, no significant soils and geology effects are predicted during the construction or operation of the proposed development. There are no likely significant cumulative soils and geology effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.6 Water Quality, Hydrology and Hydrogeology

The Loughlinstown River, South converges with the Loughlinstown River, North at St. Columcille's Hospital. This then becomes the Shanganagh River, which runs below the first section of the proposed route. Past flood events have been recorded at the Shanganagh River and records show 10 previous events dating from 1980 to 2011. A recurring flood event has been identified at Commons Road (northeast of the proposed development).

The Shanganagh River, which flows north and east of the proposed route has been identified as Moderate to at risk under the Water Framework Directive. In addition, water quality data obtained from readings within the proposed development have shown a River Q value of 3, indicating *Poor* ecological status within the Shanganagh River. The proposed development area falls into the outfall catchment of the Shanganagh watercourse, which as mentioned flows 1.7km (approximately) to Dublin Bay.

Groundwater risk within the area has also been classified as *Good* and is abstracted for drinking water in the area.

Surface water drain will continue to drain from the Proposed Development into the existing stormwater drainage system. No significant water, hydrology and hydrogeology effects are predicted during the construction or operation of the proposed development.

There are no likely significant cumulative water, hydrology and hydrogeology effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects. As a result, there are no potential significant impacts to water quality predicted as a result of the Proposed Development.

6.7 Air Quality and Climate

During the construction phase of the proposed development, the potential for dust emissions will arise in respect of excavations in dry weather. Dust may also be raised by wind from dry surfaces and stockpiles. Air emissions from the exhausts of construction plant, machinery and haulage trucks have the potential to be elevated during construction but are not expected to be significant. No odour emissions are envisaged from the proposed construction work. Following the implementation of these measures, no significant impact on air quality is expected to occur during the construction phase.

In addition, the following measures will be implemented to minimise air quality impacts at sensitive receptors:

- Sweeping and/or damping of haul routes and construction areas on a regular basis;
- Stockpiling of materials away from sensitive receptors.

During the operational phase, the proposed development will have a positive impact on air quality and climate, encouraging a modal shift from private car.

No significant air quality and climate effects are predicted during the construction or operation of the proposed development. There are no likely significant cumulative air quality and climate effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.8 Noise and Vibration

The main contributors to noise in the area of the proposed development include the N11 (within proposed development), M11 (south), Luas rail line (west) and the M50 (west and south). Typically, noise in the area ranges from 55-59dB (day time) and 50-54dB (night time) to >75dB (day time) and >70dB (night time).

During the construction phase, noise and vibration arising from the operation of the plant and machinery and the construction methodologies outlined in Section 5 being employed on the site have the potential to cause local noise and vibration nuisances. However, the construction phase is temporary, and the proposed development is located in a built-up area. The following specific measures will be implemented during the construction phase and included in the CEMP:

- A site representative shall be appointed to be responsible for matters relating to noise and vibration;
- Internal haul routes shall be well maintained;
- Site equipment will be located away from noise sensitive areas, as much as is feasible;
- Site activities shall be limited to 7am – 7pm, Monday to Friday; and 7am – 4.30pm, Saturday, where possible.

Any additional works separate to the above and outside of normal construction working hours will be agreed in advance with Dun Laoghaire Rathdown County Council and communicated to local residents with an estimation of the timing and duration. The planning of such works will have regard to nearby sensitive receptors.

During the operational phase, the proposed development will have a positive impact on noise and vibration, encouraging a modal shift from private car. There are no likely significant cumulative noise and vibration

effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.9 Land Use and Material Assets

The proposed development is located on lands that are defined in the EPA CORINE. Prior to the commencement of the works, the contractor will be required to develop a Temporary Traffic Management Plan. To allow the construction phase to proceed as safely and efficiently as possible, temporary traffic management measures will be required where the work will cross or run adjacent to the local public roads.

The temporary traffic management measures will be designed carefully to enable the works to progress and to manage the safety of workers and the passing public. The temporary traffic management measures will evolve constantly as the works progress and road closures will not be permitted, except for exceptional and short duration circumstances where they cannot be avoided.

No significant negative material asset effects are predicted during the construction or operation of the proposed development. There are no likely significant cumulative material asset effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects outlined in Section 6.10.

6.10 Cumulative Effects

The Bray to City Centre Bus Connects Core Bus Corridor scheme overlaps with the proposed development, proposing a relatively similar treatment along Bray Road. As part of the scheme, cycling improvements are planned along Stonebridge Road also.

The BusConnects planning application includes an EIAR, NIS and CEMP. The provision of mitigation measures in these documents will minimise the potential for significant adverse impacts to arise.

The proposed route will connect with the Cherrywood Green Routes Network at the Cherrywood Park access. This forms part of the wider GDA Cycle Network plan which is presented in Figure 6.2 (in the vicinity of the Proposed Development).

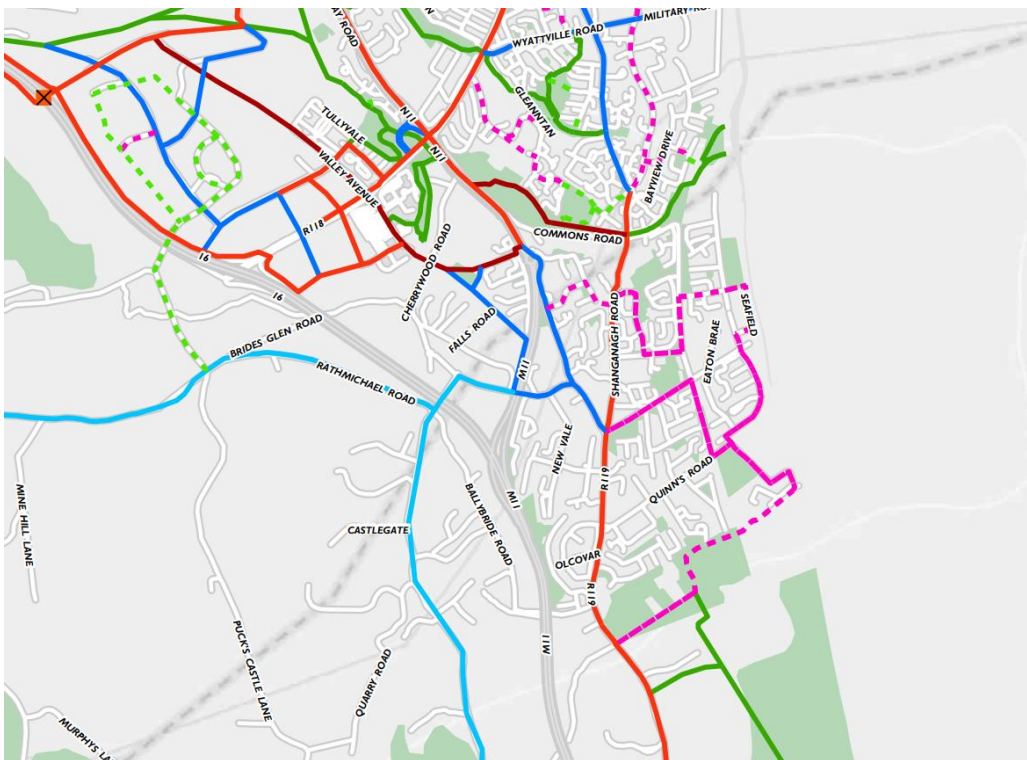


Figure 6.2 2022 GDA cycle network plan in vicinity of the Proposed Development (source: NTA)

Phase 2 of the Proposed Development continues through Parc na Silla Rise and continues south through private lands at ‘Falmore’, the route then exits onto Falls Road where it would provide a connection to the junction with Stonebridge Road. Due to the timing of the construction and the provision of mitigation measures, no significant cumulative effects are likely to occur due to Phase 2.

Due to the scale and size of the proposed development, no additional cumulative construction impacts are envisaged.

The development of improved sustainable transport modes will have a cumulative beneficial impact on air, noise and climate.

Relevant schemes that could give rise to cumulative effects include: Future Luas extension to Bray and the Cherrywood Planning Scheme. Their effect on the proposed development is outlined below.

Table 6-4 Relevant scheme with potential for cumulative effects

Name of Scheme	Description	Cumulative Effects
Future Luas extension	This project is the extension of the Green Luas Line from Cherrywood to Bray. The project is identified in the NTA’s GDA Transport Strategy 2022-2042 which states ‘it is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area’.	It is expected to be developed in the period from 2031 to 2042, so no overlap with the construction of the proposed development will occur.
Cherrywood Planning Scheme	The Cherrywood Strategic Development Zone (SDZ) was designated as an SDZ by Government order in 2010. Dún Laoghaire-Rathdown County Council (DLRCC) was appointed as the Development Agency responsible for preparing the Planning Scheme. As part of the pedestrian and cycle movement strategy contained within the Cherrywood Planning Scheme, the pedestrian/cyclists link from the Bride’s Glen Luas Stop along the old viaduct to Shankill via Loughlinstown Hospital is located in proximity to the proposed development. A number of other developments identified within the Cherrywood SDZ are currently under construction or are recently permitted.	There is the potential for cumulative impacts due to the concurrent construction of the proposed development and Cherrywood SDZ developments.

Other relevant developments with planning applications within the vicinity of the proposed development are listed in Table 6-5. Due to the separation of the proposed development from those identified above, the timing of their construction and the provision of mitigation measures, no significant cumulative effects are likely to occur.

Table 6-5 Other developments with potential for cumulative effects

Planning Reference	Applicant	Decision date	Proposal
DZ21A/0932	LSREF V Eden TC5 Limited	07/04/2022	This application relates to residential development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. It is located approximately 500m west.
DZ17A/0714	William Neville & Sons	07/08/2018	Permission for a residential scheme of 322 no. units and a crèche facility. It is located approximately 600m west.
DZ19A/0458	Hines Cherrywood Development Fund ICAV	19/06/2020	The proposed development will comprise: Amendments/ modifications to the permitted development on plot TC1 and associated basement Levels BM, B1 and B2 shared with TC2 and specifically Blocks B1, B2, B5 and B6 as permitted under the Cherrywood Town Centre development Reg. Ref. DZ17A/0862 (as modified by Reg. Refs. DZ18A/1058, DZ18A/1178 and DZ19A/0148) and includes the development of a new mixed use urban block, Blocks B3/ B4 and associated amendments at basement Levels BM, B1, B2 and provision of a new basement Level B3. It is located approximately 600m west.
DZ22A/0820	Quintain Developments Ireland Limited	12/12/2022	The site of the residential development is located in the Cherrywood Planning Scheme 2014, as amended and forms part of development area B - Tully. The overall site area of this application is approximately 9.68Ha. It is located approximately 1km west.
DZ22A/1021	LSREF V Eden M1 Limited	27/06/2023	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme

Planning Reference	Applicant	Decision date	Proposal
			2014 (as amended). The development will consist of 283no. residential units and ancillary accommodation. It is located approximately 1km west.
DZ20A/0552	Quintain Developments Ireland Limited	11/03/2021	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended and is generally bounded by Castle Street to the west, Tully Park, future development lands in Development Area 8 - Tully and the site of the permitted Primary School. It is located approximately 1km west.
ABP31234721	J Coffey Property (Falmore) Ltd	22/04/2022	Permission refused: A strategic housing development, located approximately 1km west.
ABP30841820	ES Shan Limited	11/02/2021	Permission for a Build To Rent Strategic Housing Development comprise a Build to Rent (BTR) residential scheme comprising 193 no. apartments within 4 no. blocks ranging in height from 5 to 8 storeys.
D19A/0797	Melcorpo Commercial Properties Unlimited Company	28/07/2020	Permission for development. The development will consist of the demolition of all existing buildings (1985sq.m) on site and the construction of a 4 storey Primary Care Centre and General Practitioner (GP) Surgery with a gross floor area of 4,267sq.m.
ABP30585919	Atlas GP Limited	25/06/2019	Permission for Strategic Housing Development comprising 234 residential units in a mix of apartments and duplexes in three blocks with associated residential facilities including open space, a gym, a creche and a lower foyer (approximately 1.1km north-west).
DZ18A/0208 DZ19A/0863	Tudor Homes Ltd	04/02/2020 14/01/2020	Permission sought for a residential development at a site for new residential dwellings (approximately 1km north-west).
DZ23A/0106	LSREF V Eden T1 Limited	22/09/2023	The planning permission is as follows: The development proposed consists of a mixed use commercial and Build to Rent apartment development (total overall gross floor area of c. 16,508sqm) consisting of 2no Blocks of 3-5 storeys over basement on a developing site (T1) of approximately 1.09 Ha (approximately 500m north-west)
DZ22A/0729	LSREF V Eden T3 Limited	29/08/2023	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development proposed is located in the Cherrywood Planning Scheme area and forms part of Development Area 8 – Tully (approximately 500m north-west).

6.11 Interaction between the above factors

The interaction of the above factors has been considered in this screening assessment. For example, noise and vibration impacts have been considered both in terms of effects on people and effects on biodiversity.

The construction phase in particular will have many interactions. Examples include the movement of soil and machinery, the level of intensity of construction activities and consequent level of disturbance. No significant effects due to the interaction of factors are predicted.

6.12 Transboundary Effects

Due to the scale and location of the proposed development no transboundary effects are likely to occur.

7. Overall Conclusions

The proposed development involves the development of a high-quality cycle route and improved pedestrian routes between Cherrywood Park and the Rathmichael Manor (Phase 1), approximately 720m in length. This does not meet the criteria or exceed thresholds outlined in Section 50(1)(a) of the Roads Act 1993, as amended, or Article 8 of the Roads Regulations 1994. Therefore, the proposed development does not trigger the need for a mandatory Environmental Impact Assessment.

The prescribed classes of urban development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended. A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out. The Proposed Development is a type set out in Part 2 Class 10 (b)(iv) of Schedule 5 as described previously but it does not exceed the relevant quantity, area or other limit specified in that Part. Therefore, it is a sub-threshold urban development and has been screened for EIA on that basis.

The prescribed classes of roads developments and thresholds that trigger a mandatory Environmental Impact Assessment are also contained in Section 2 and Section 50 of the Roads Act 1993, as amended. A review of project types listed in Part V of the Road Regulations 1994 has been carried out. The Proposed Development does not exceed the relevant quantity, area or other limit specified within this Legislation. Therefore, it is considered a sub-threshold roads development and has been screened for EIA on that basis.

Arup has prepared this EIA Screening Report on behalf of DLRCC to determine whether an EIA is required for the Proposed Development. The information provided in this report provides details on the characteristics of the Proposed Development and its likely significant effects (if any) on the environment. This information will assist the competent authority / roads authority, DLRCC to undertake the EIA screening as required under the Planning and Development Regulations, 2001, as amended and the Roads Act 1993, as amended.

Based on the information provided in this report, it is the opinion of Arup that no significant impacts on the environment will arise from the construction or operation of the Proposed Development and that an EIA is not required.

However, the determination on EIA screening will be made by DLRCC.

8. References

- Department of the Environment, Climate and Communications (2023) *Climate Action Plan 2024*
- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems;
- Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;
- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) *Guidance for Consent Authorities regarding Sub-Threshold Development*;
- Dublin City Council (2016) Strategic Flood Risk Assessment for Proposed Variation No. 33 of Dublin City Council Development Plan 2016-2022
- Dun Laoghaire Rathdown County Council Development Plan 2018-2021.
- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022);
- Environmental Protection Agency (2015) Advice Notes for Preparing Environmental Impact Statements Draft (September 2015);
- Environmental Protection Agency (2003) Advice Notes on Current Practice in the Preparation of Environmental Impact Statements;
- EPA Envision Mapping (Accessed June 2019) <https://gis.epa.ie/EPAMaps/>
- European Commission (2017) *Guidance on EIA Screening*
- Geological Survey of Ireland (Accessed October 2022)
<https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ebaf90ff2d554522b438ff313b0c197a&sca le=0>
- Lane Purcell Archaeology (2021) Carrigaline and Public realm Enhancement Plan Preliminary Archaeological and Architectural Report
- National Inventory of Architectural Heritage (Accessed October 2022)
<http://webgis.buildingsofireland.ie/HistoricEnvironment/index.html>
- Planning and Development Act, 2000 (No. 30 of 2000).
- Planning and Development Regulations, 2001 (S.I. No. 600 of 2001).
- National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA; Transport Infrastructure Ireland`s (TII) (2014), Good Practice Guidance for the Treatment of Noise during the Planning of National Road Scheme
- Transport Infrastructure Ireland (TII) formerly National Roads Authority (NRA) (2011) *Guidelines for Treatment of Air Quality during the Planning and Construction of National Road Schemes*, TII, Dublin, Ireland
- UK Highways Agency (2007) *Design Manual for Roads and Bridges (DMRB)*, Highways Agency, London, UK

9. Screening Checklist

The potential environmental effects associated with the Proposed Development have been outlined in the previous sections of this report.

The EC *Guidance on EIA Screening* (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 9-1 below.

Table 9-1: Screening Checklist to determine if EIA is required based on the characteristics of a project and its environment

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	No	No There will be no change in land use as a result of the Proposed Development.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No Services such as water and power will be required during the construction phase. Mobile generators will be used during the construction phase while a permanent power supply will be required during the operational phase of the Proposed Development. It is not considered that there will be a significant use of these resources as part of the Proposed Development. Energy will also be required during the operational phase of the Proposed Development. However, this is not expected to be significant.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. The types of standard construction materials that will be used will not be harmful to human health or the environment. It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No. Inert construction waste generated will be removed from the site areas and disposed of at a suitable licensed facility. The production of waste will be managed in accordance with the relevant waste legislation. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		the requirements of current Irish waste management legislation.
5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	No	No. It is expected that dust will be emitted during construction and construction fumes from construction plant and vehicles will arise during the construction phase, but these will be minimal. See Section 6.6 and 6.9 for details on the mitigation measures to be implemented.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. Standard construction noise is expected during construction activities. See Section 6.8 for details on mitigation measures which will be implemented in relation to noise and vibration.
7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes	No. During the construction phase, there will be minor emissions to surface water in the form of silt/pollutants during excavations. However, this will be minimal and will dilute very quickly through existing drainage systems.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	No. A “Project Supervisor for the Construction Stage” will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No. The Proposed Development will have a positive effect on people living, working and visiting the area as there will be improved facilities for pedestrians and cyclists and an improved public realm throughout.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	No Due to the separation of the proposed development from those identified in Section 6.10, the timing of their construction and the provision of mitigation measures, no significant cumulative effects are likely to occur.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes	No. The closest Natura 2000 sites lie approximately 2.6 km northeast of the proposed development. These are Rockabill to Dalkey Island SAC, with reefs (1170) and harbour porpoise Phocoena phocoena (1351) qualifying interests.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		<p>In addition, the proposed route lies 4km north of a designated Salmonid River (River Dargle), under the Salmonid River Regulations (S.I. 293: European Communities (Quality of Salmonid Waters) Regulations, 1988).</p> <p>There are six proposed NHAs within 5km of the proposed routes. These include Loughlinstown Woods (Site Code: 001211), Dalkey Coastal Zone and Killiney Hill (Site Code: 001206), Dingle Glen (Site Code: 001207), Ballyman Glen SAC and proposed NHA (Site Code: 000713), Ballybetagh Bog (Site Code: 001202) and Knocksink Wood (Site Code: 0007225), Bray Head (Site Code: 000714).</p> <p>Refer to Section 6.2 and Section 6.3 for further details.</p>
<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p>Yes</p>	<p>No</p> <p>The area where the proposed route is located 1.4km from waterbodies which flow through Kilcullen SAC and Killiney SAC Habitats designated as part of Special Area of Protection-Conservation Objective.</p> <p>The proposed route is in close proximity to the Loughlinstown Woods (pNHA) and Loughlinstown Pitch and Putt club, through which the Shanganagh River flows. However, the works are standard in nature and best construction practice will reduce the potential for any likely significant effects to the conservation status of these areas.</p> <p>Refer to Section 6.2 and 6.6 for details.</p>
<p>13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	<p>No</p>	<p>No</p> <p>Refer to Section 6.2 for details.</p>
<p>14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?</p>	<p>Yes</p>	<p>No</p> <p>No significant water, hydrology and hydrogeology effects are predicted during the construction or operation of the proposed development. There are no likely significant cumulative water, hydrology and hydrogeology effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects. As a result, there are no potential significant impacts to water quality predicted as a result of the Proposed Development.</p>

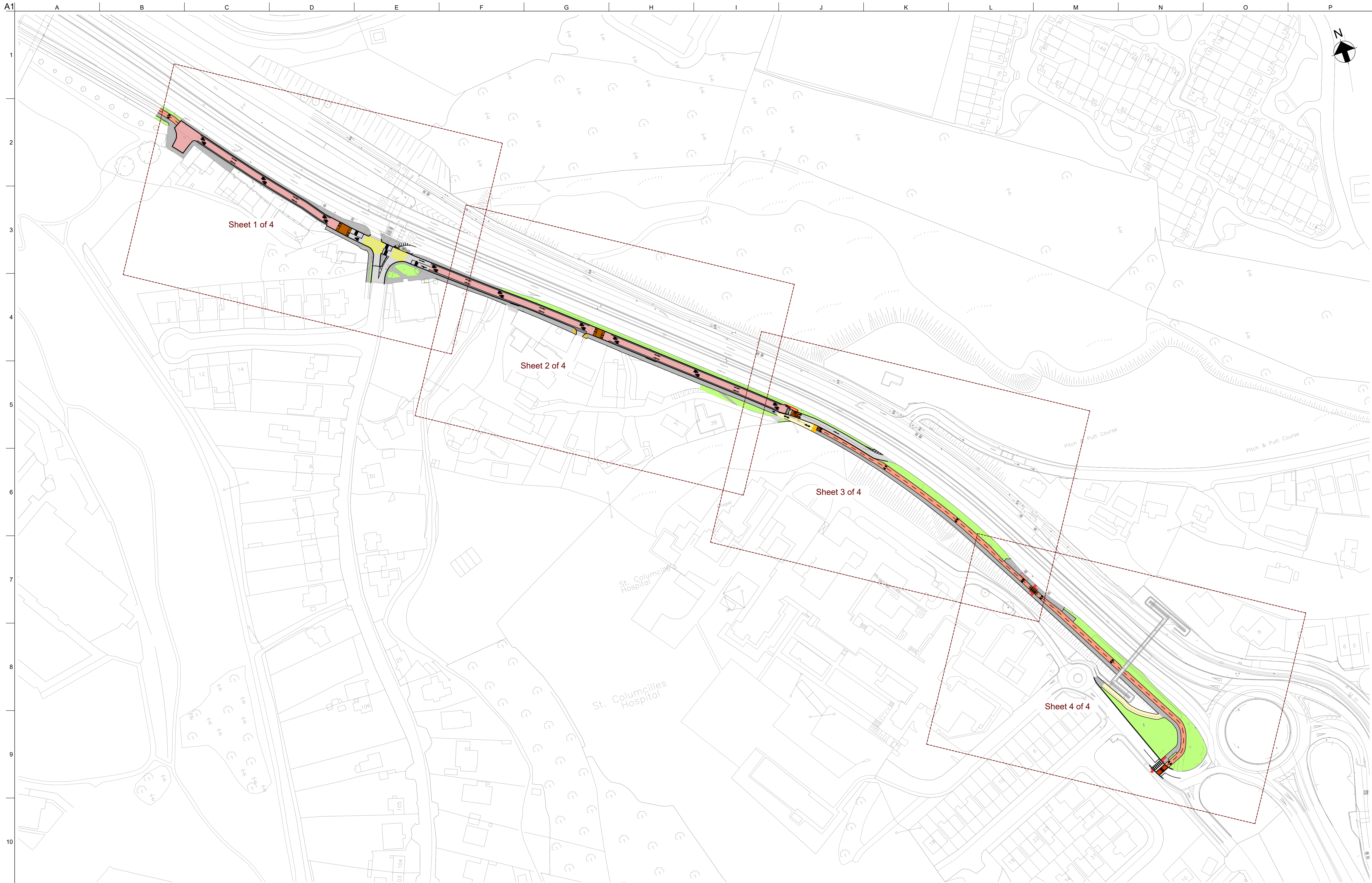
Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the Proposed Development areas.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No A Construction Traffic Management Plan will be implemented in order to limit disruption to road users during the construction works. Access to all roads will be maintained throughout the duration of the construction phase. The Proposed Development is expected to encourage a mode shift towards cycling and walking locally, which can have a positive impact on any congestion.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	No. The Proposed Development is concerned with the reconfiguration of a road network and therefore there will be no structures of significant height and will therefore not be visible beyond the immediate site boundaries.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes	No. Refer to section 6.3 for details of protected structures and industrial heritage designated sites.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No The Proposed Development is generally located in areas of existing hardstanding.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	No. In terms of sensitive receptors, St Columcille's Hospital is located to the west alongside the proposed route. Residential areas are also located around the proposed route at Rathmichael Manor and for Phase 2 along Parc na Silla Rise and Falls Road. The route is also located south- east of the Cherrywood SDZ which will provide access to several other developments in the area. Access to these facilities will be maintained during the construction phase.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		<p>Air emissions will be generated during the construction phase however these will be minimal and appropriate mitigation measures will be put in place.</p> <p>The Proposed Development is already located in a built-up busy environment and therefore, noise emissions are not expected to be significant.</p>
22. Are there any plans for future land uses on or around the location which could be affected by the project?	Yes	<p>No</p> <p>This project will connect with a wider network of existing and planned cycling infrastructure and greenways in the area as presented in Figure 6.2. The proposed development will directly connect to a dense network of greenways proposed as part of the Cherrywood Green Routes scheme which also connect to other cycleway.</p> <p>There is the potential for cumulative impacts due to the concurrent construction of the proposed development and Cherrywood SDZ developments.</p>
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	<p>No.</p> <p>There are a number of facilities in close proximity to the Proposed Development:</p> <p>St Columcille’s Hospital is located to the west alongside the proposed route. Residential areas are also located around the proposed route at Rathmichael Manor and for Phase 2 along Parc na Silla Rise and Falls Road. The route is also located south-east of the Cherrywood SDZ which will provide access to several other developments in the area.</p> <p>Access to these facilities will be maintained during the construction phase.</p> <p>Access to these facilities will be maintained during the construction phase.</p> <p>Air emissions will be generated during the construction phase however these will be minimal and appropriate mitigation measures will be put in place.</p> <p>The Proposed Development is already located in a built-up busy environment and therefore, noise emissions are not expected to be significant.</p>
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	<p>No</p> <p>There are a number of facilities in close proximity to the Proposed Development:</p> <p>St Columcille’s Hospital is located to the west alongside the proposed route. Residential areas are also located around</p>

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		the proposed route at Rathmichael Manor and for Phase 2 along Parc na Silla Rise and Falls Road. The route is also located south-east of the Cherrywood SDZ which will provide access to several other developments in the area.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	Yes	No There are no likely significant cumulative water, hydrology and hydrogeology effects predicted as a result of the construction and operation of the proposed development, acting in combination with the other development projects. As a result, there are no potential significant impacts to water quality predicted as a result of the Proposed Development. Refer to Section 6.6.
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes	No The Loughlinstown River, South converges with the Loughlinstown River, North at St. Columille's hospital. This then becomes the Shanganagh River, which runs below the first section of the proposed route. Past flood events have been recorded at the Shanganagh River and records show 10 previous events dating from 1980 to 2011. A recurring flood event has been identified at Commons Road (northeast of the proposed development).

Appendix A

Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme Drawings



- Legend
- Carriageway
 - Proposed Footpath
 - Cycle Track
 - Shared Path
 - Raised Table
 - Grass Area/Verge
 - 'Cycle Street' (red coloured pavement)
 - 'Cycle Street' at-grade Textured Strip

Issue	Date	By	Chkd	Appd
P03	29/01/24	ES	JF	JF
P02	10/01/24	ES	JF	JF
P01	06/10/23	ES	JF	JF

Client
**Dun Laoghaire Rathdown
 County Council**

Job Title
**Cherrywood to Rathmichael Manor
 Rapid Build Cycle Scheme**

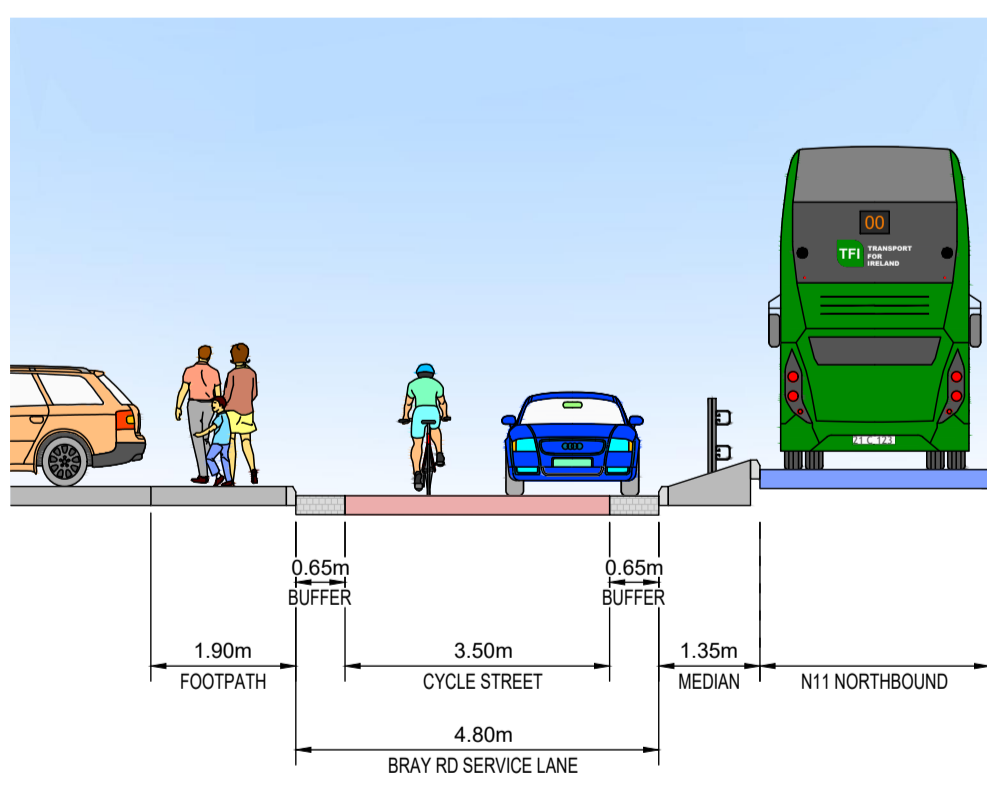
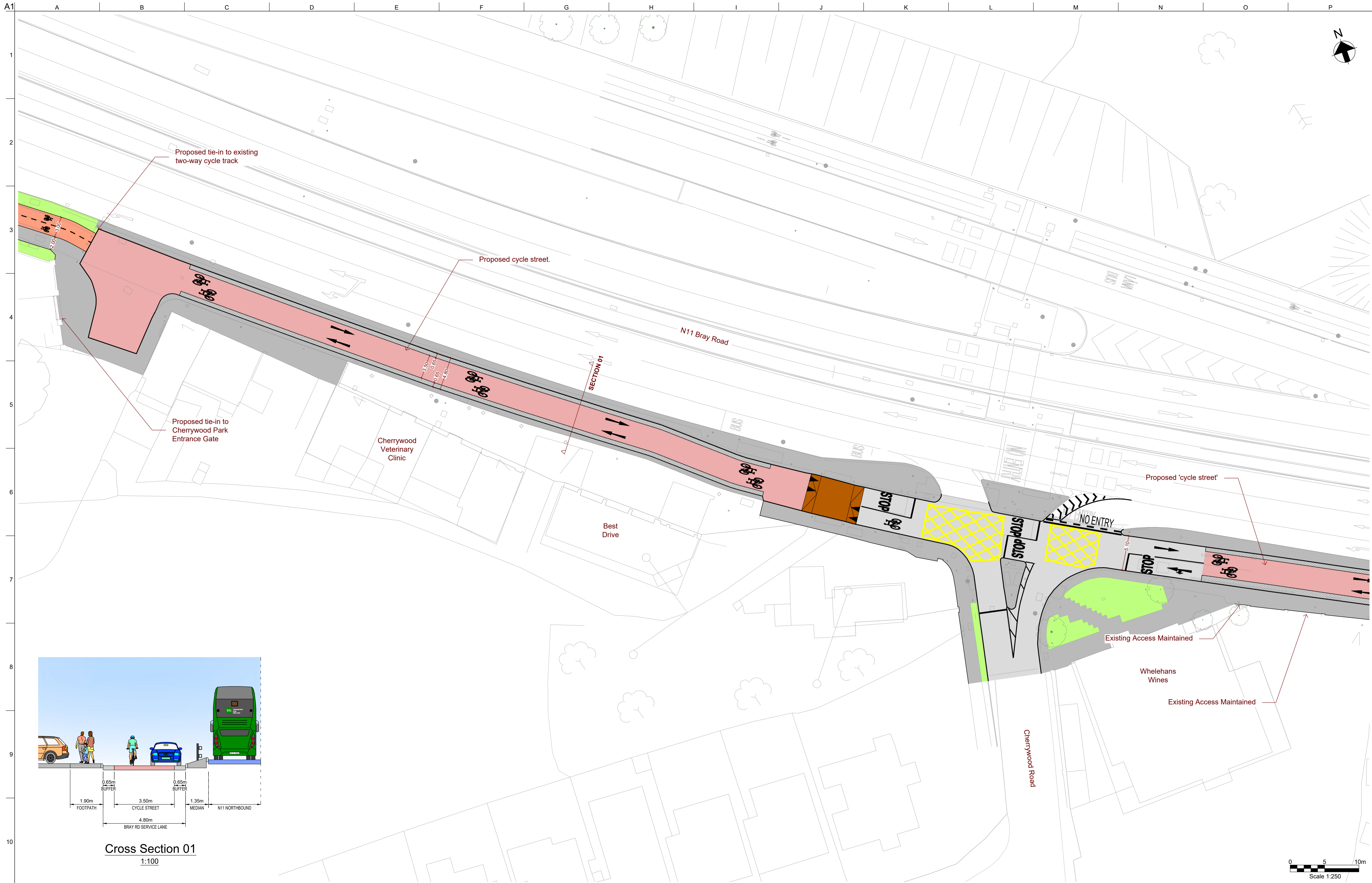
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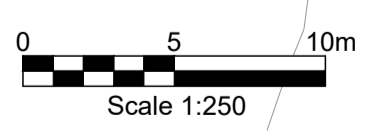
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General Arrangement - Overview

Drawing Status
S2 - Suitable for Information

Job No	Drawing No	Issue
278406-00	CSG-ARUP-ZZ-ZZ-DR-CH-0100	P03



Cross Section 01
1:100



- Legend**
- Carriageway
 - Proposed Footpath
 - Cycle Track
 - Shared Path
 - Raised Table
 - Grass Area/Verge
 - 'Cycle Street' (red coloured pavement)
 - 'Cycle Street' at-grade Textured Strip

Issue	Date	By	Chkd	Appd
P03	29/01/24	ES	JF	JF
P02	10/01/24	ES	JF	JF
P01	06/10/23	ES	JF	JF

Client
**Dun Laoghaire Rathdown
County Council**

Job Title
**Cherrywood to Rathmichael Manor
Rapid Build Cycle Scheme**

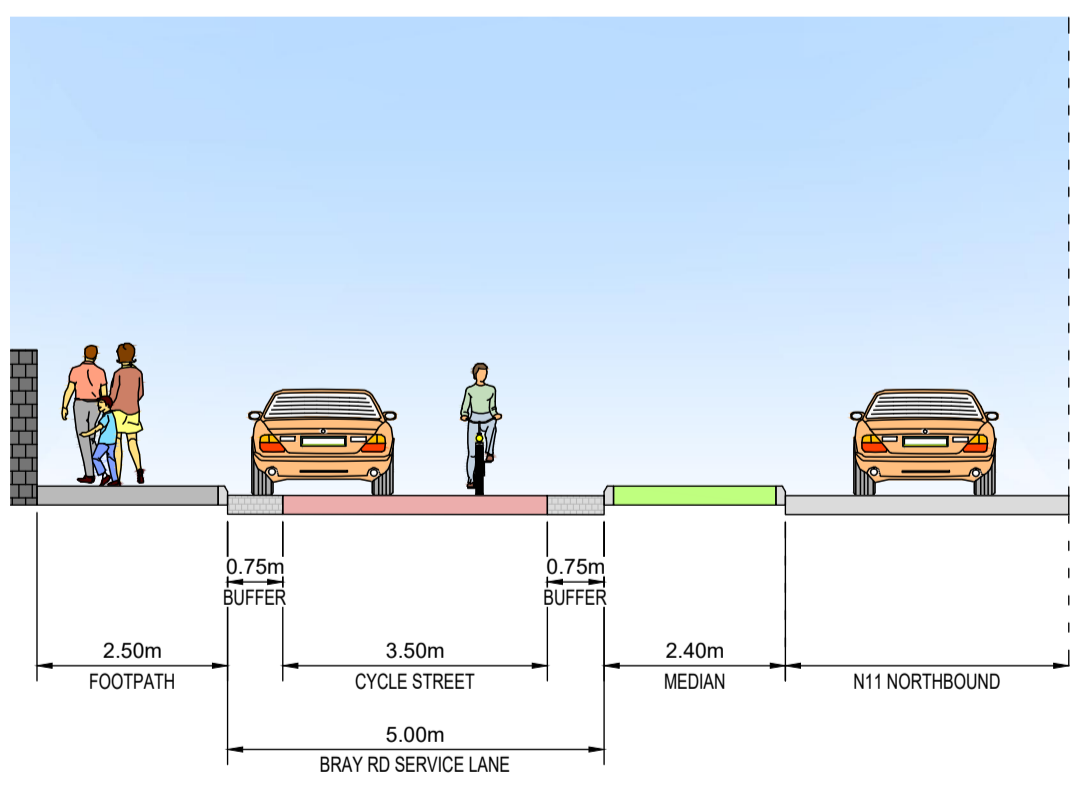
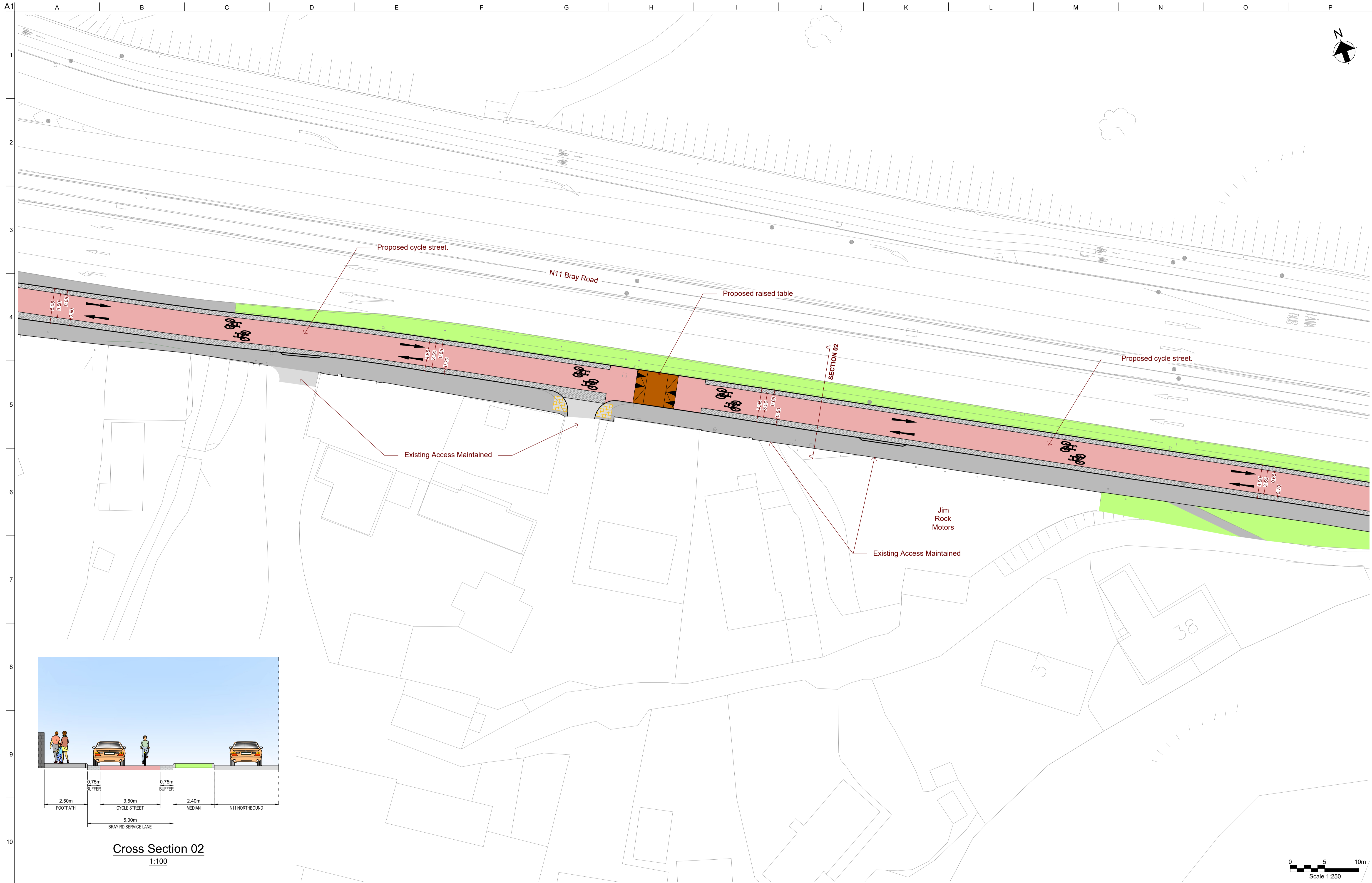
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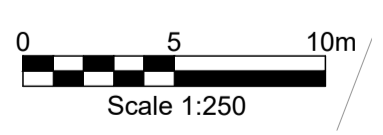
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Drawing Status
S2 - Suitable for Information

Job No 278406-00	Drawing No CSG-ARUP-ZZ-ZZ-DR-CH-0101	Issue P03
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Cross Section 02
1:100



- Legend**
- Carriageway
 - Proposed Footpath
 - Cycle Track
 - Shared Path
 - Raised Table
 - Grass Area/Verge
 - 'Cycle Street' (red coloured pavement)
 - 'Cycle Street' at-grade Textured Strip

Issue	Date	By	Chkd	Appd
P03	29/01/24	ES	JF	JF
P02	10/01/24	ES	JF	JF
P01	06/10/23	ES	JF	JF

Client
Dun Laoghaire Rathdown
County Council

Job Title
Cherrywood to Rathmichael Manor
Rapid Build Cycle Scheme

Scale at A1: 1:250

Discipline: Planning

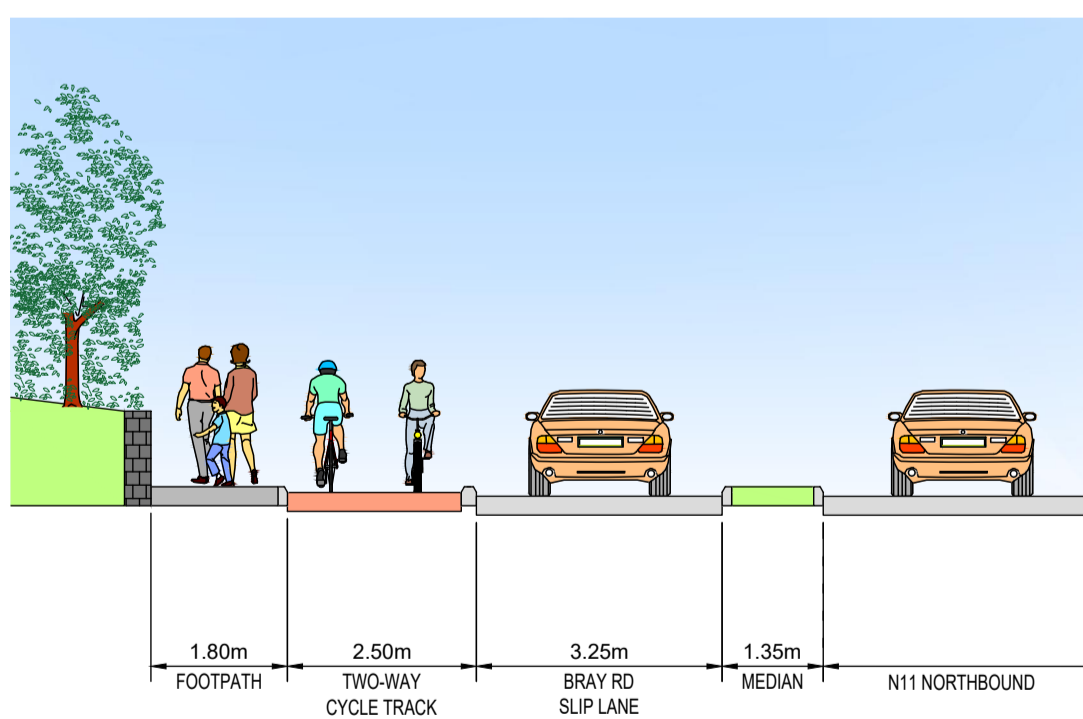
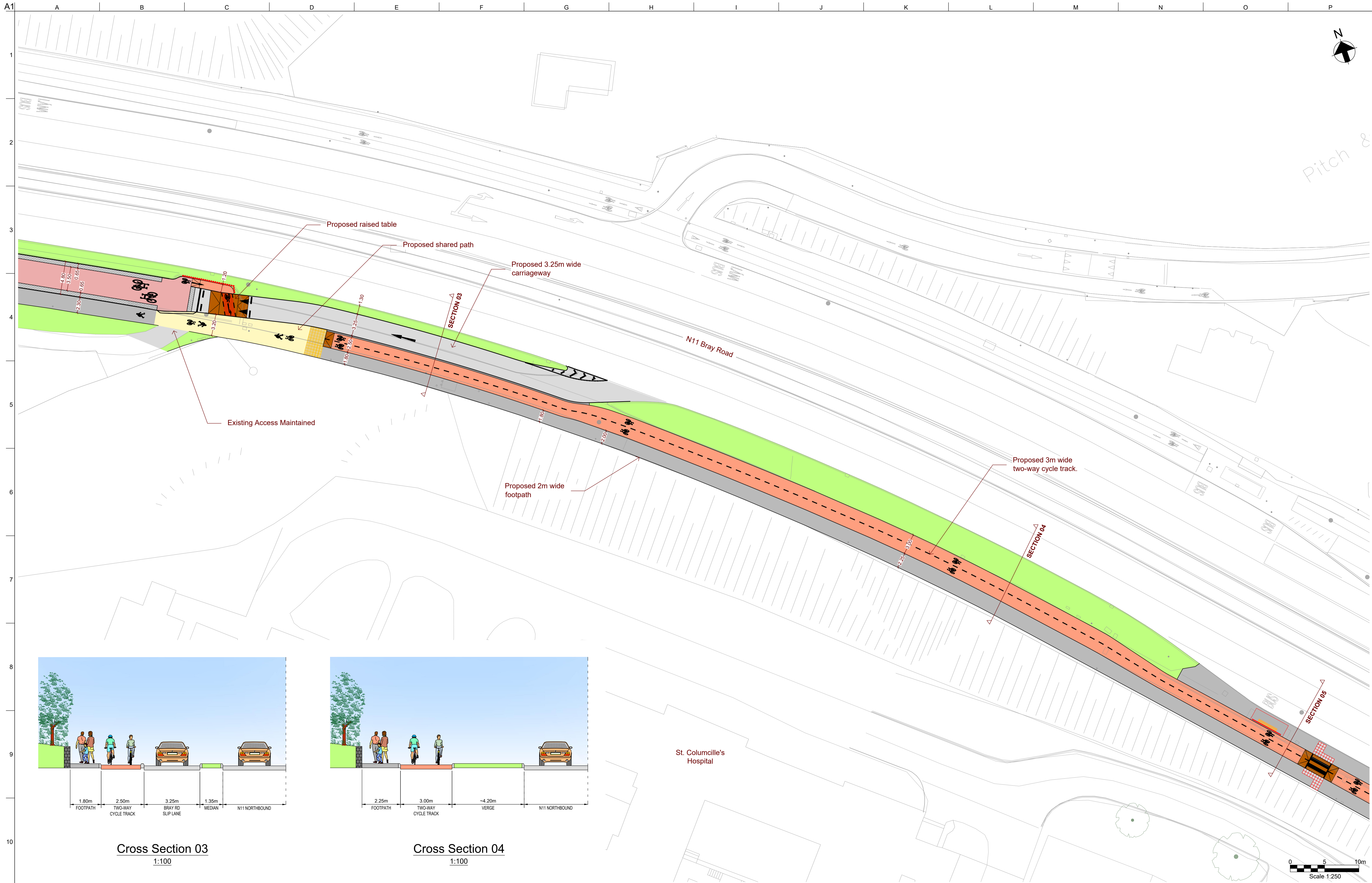
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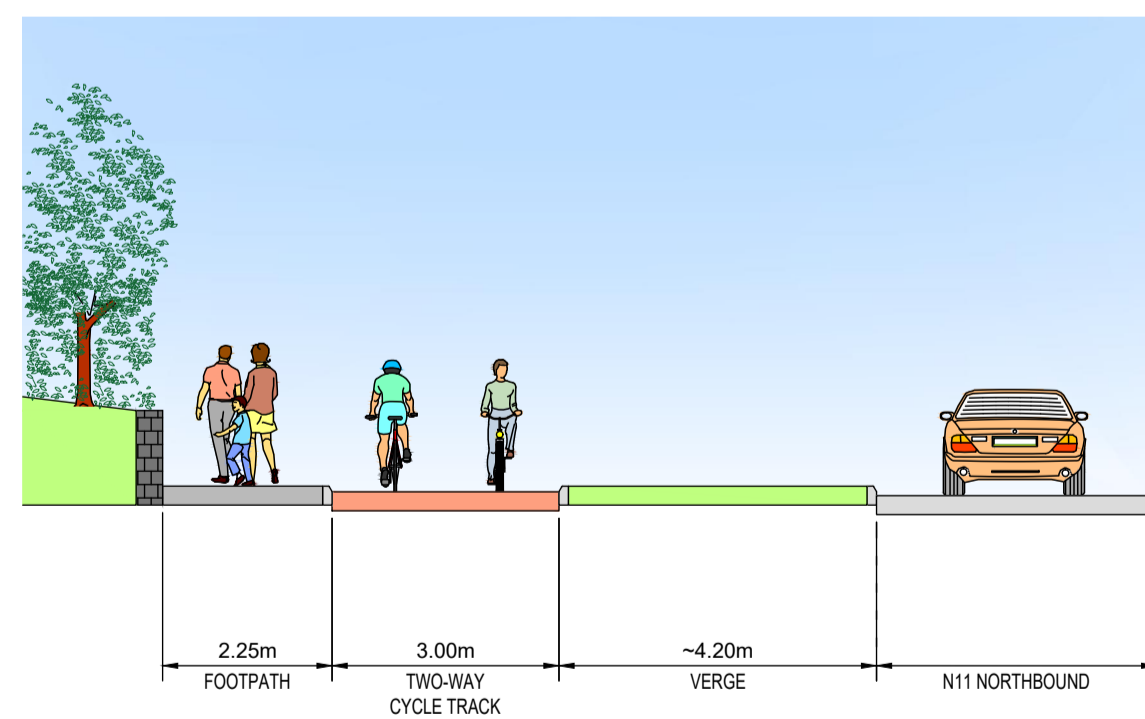
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Sheet 2 of 4

Drawing Status
S2 - Suitable for Information

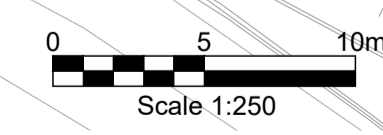
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Cross Section 03
1:100



Cross Section 04
1:100



- Legend**
- Carriageway
 - Proposed Footpath
 - Cycle Track
 - Shared Path
 - Raised Table
 - Grass Area/Verge
 - 'Cycle Street' (red coloured pavement)
 - 'Cycle Street' at-grade Textured Strip

Issue	Date	By	Chkd	Appd
P03	29/01/24	ES	JF	JF
P02	10/01/24	ES	JF	JF
P01	06/10/23	ES	JF	JF

Client
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County Council**

Job Title
**Cherrywood to Rathmichael Manor
Rapid Build Cycle Scheme**

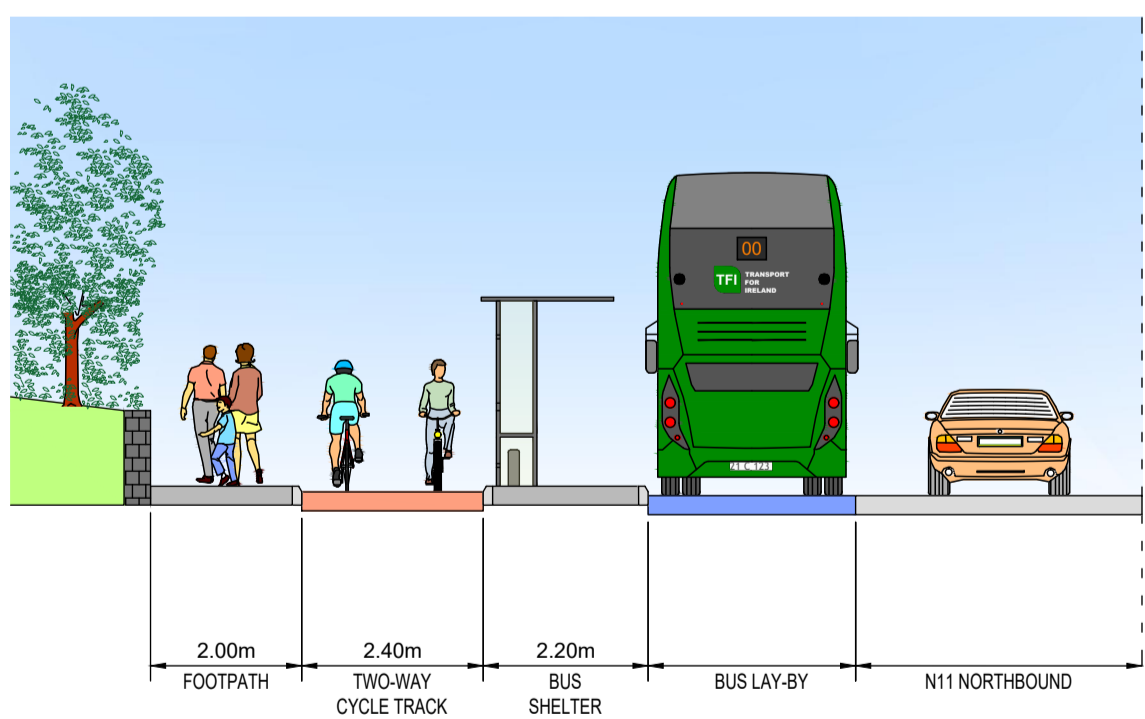
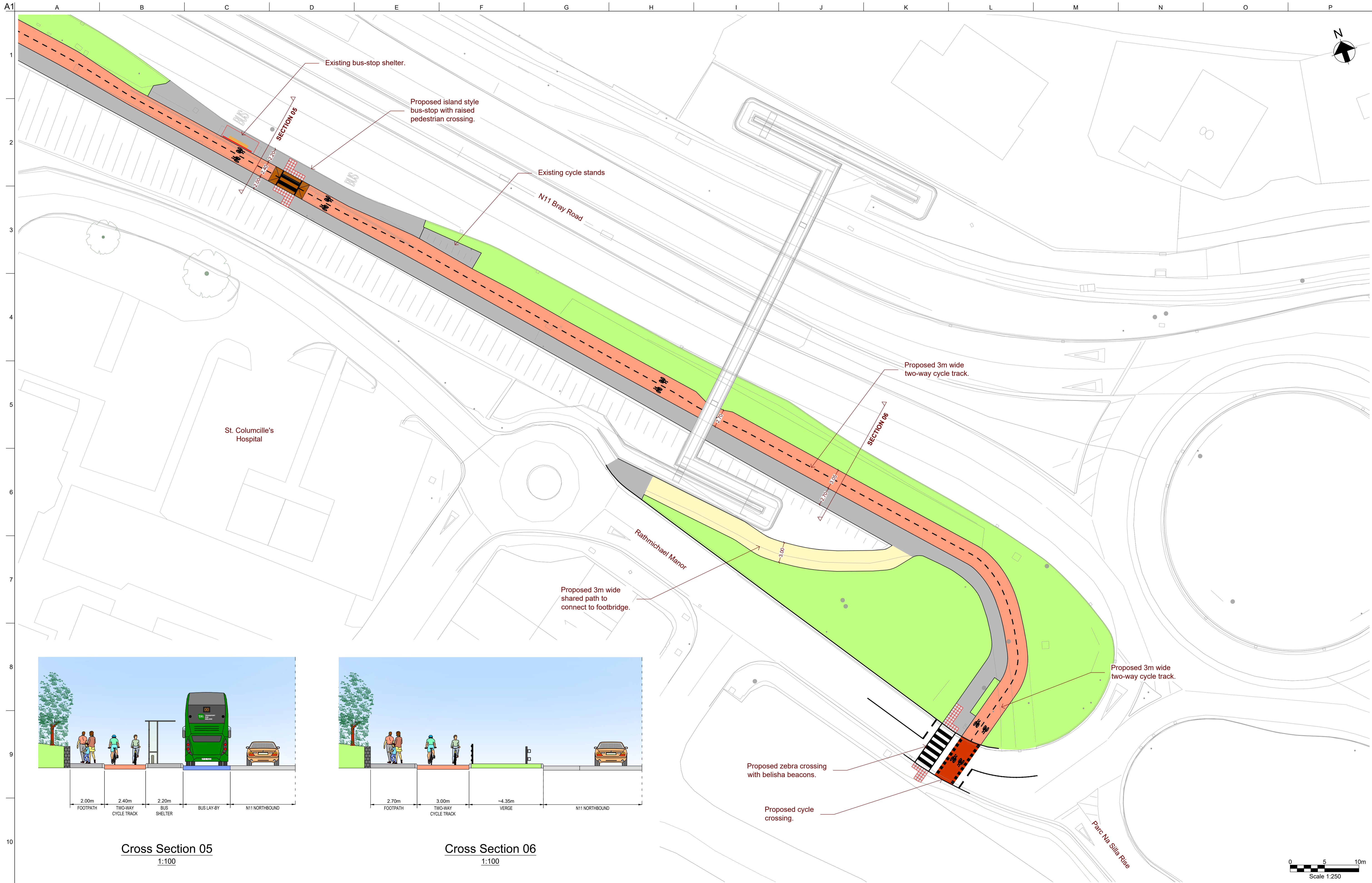
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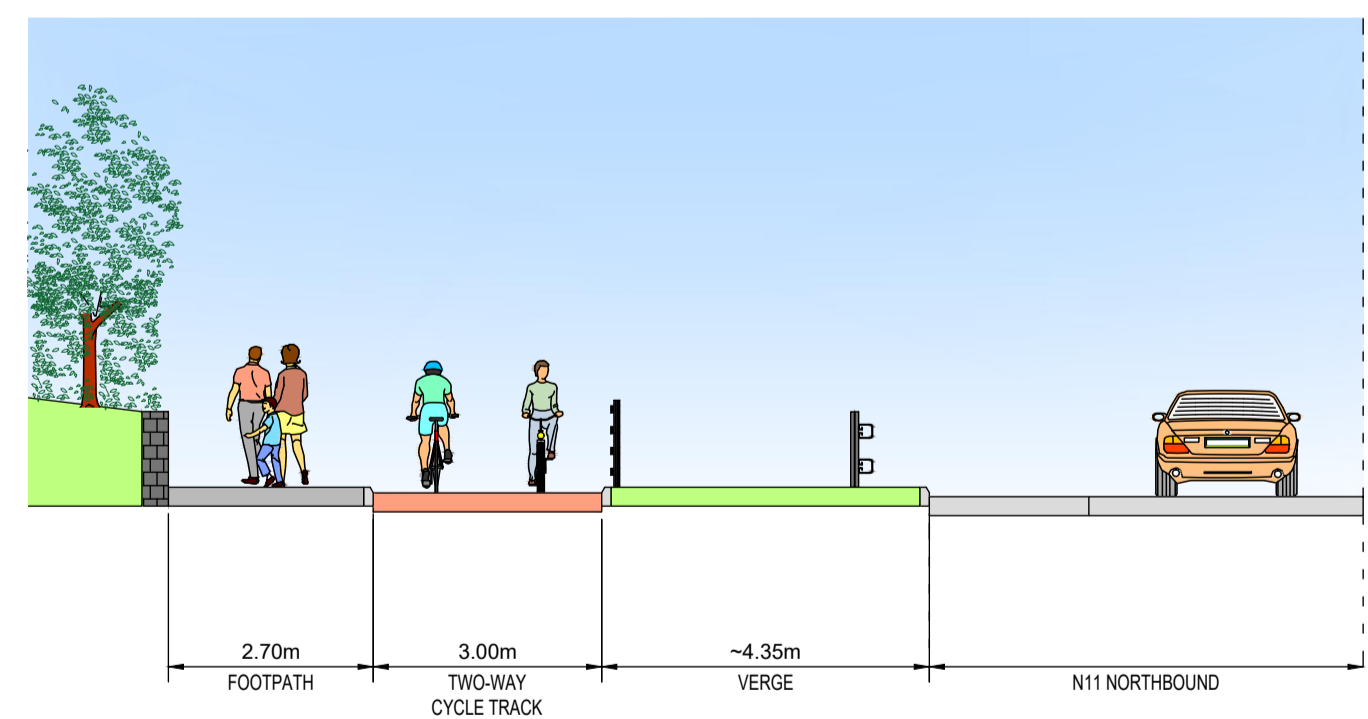
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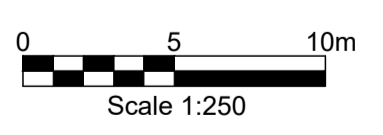
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Cross Section 05
1:100



Cross Section 06
1:100



- Legend**
- Carriageway
 - Proposed Footpath
 - Cycle Track
 - Shared Path
 - Raised Table
 - Grass Area/Verge
 - 'Cycle Street' (red coloured pavement)
 - 'Cycle Street' at-grade Textured Strip

Issue	Date	By	Chkd	Appd
P03	29/01/24	ES	JF	JF
P02	10/01/24	ES	JF	JF
P01	06/10/23	ES	JF	JF

Client
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County Council

Job Title
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Rapid Build Cycle Scheme

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Drawing Title
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Sheet 4 of 4

Drawing Status
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Job No: **278406-00** Drawing No: **CSG-ARUP-ZZ-ZZ-DR-CH-0104** Issue: **P03**