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MULTIDISCIPLINARY CONSULTING ENGINEERS

D805: HILLCREST ROAD IMPROVEMENT SCHEME

EIA SCREENING ASSESSMENT

For
Dún Laoghaire-Rathdown County Council

15 April 2025

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1 INTRODUCTION

1.1 PROJECT CONTRACTUAL BASIS & PARTIES INVOLVED

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Dún Laoghaire-Rathdown County Council. The study area for assessment is along Hillcrest Road from the Lamb's Cross junction to the Kilgobbin Road junction and involves infrastructure upgrades as part of the proposed Hillcrest Road Improvement Scheme. The regulatory authority for the site is Dun Laoghaire-Rathdown County Council.

The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). This report documents the screening completed to provide a summarised overview of the potential impacts on the receiving environment whilst taking cognisance of the relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared (OCSC, 2025) for this site. A Stage 1 Screening exercise assesses the likely significant effects of the development on Natura 2000 sites within the zone of influence of the proposed project. This project has been screened out at Stage 1. Therefore, it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).

1.2 QUALIFICATIONS AND EXPERIENCE

The author, Aideen O'Rourke, has a Bachelor's degree in Environmental Bioscience and over one year of experience in environmental consultancy. Ms. O'Rourke has completed numerous EIA Summary reports and is, therefore, suitably qualified and experienced to undertake this assessment. The report was reviewed by Glenda Barry (BSc, MSc, PGeo, EurGeol, Associate Consultant), who has 25 years of environmental consulting experience, and approved by Eleanor Burke (BSc, MSc, DAS, MEnvSc, CSci, OCSC Director (Environmental)), who has over 20 years of environmental consulting experience.

1.3 LIMITATIONS

This Environmental Impact Assessment Screening Report has been prepared for Dún Laoghaire-Rathdown County Council ("the Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was conducted in February 2025 and is based on the information available during that period. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. The opinions and conclusions presented are valid only to the extent that the information provided was accurate and complete.

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However, it is ultimately the responsibility of the relevant planning authority to determine as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The study area is on Hillcrest Road between Enniskerry Road and Kilgobbin Road, at Sandyford. The proposed works will be undertaken on behalf of Dun Laoghaire-Rathdown County Council. The site location is shown in Figure 2.1.

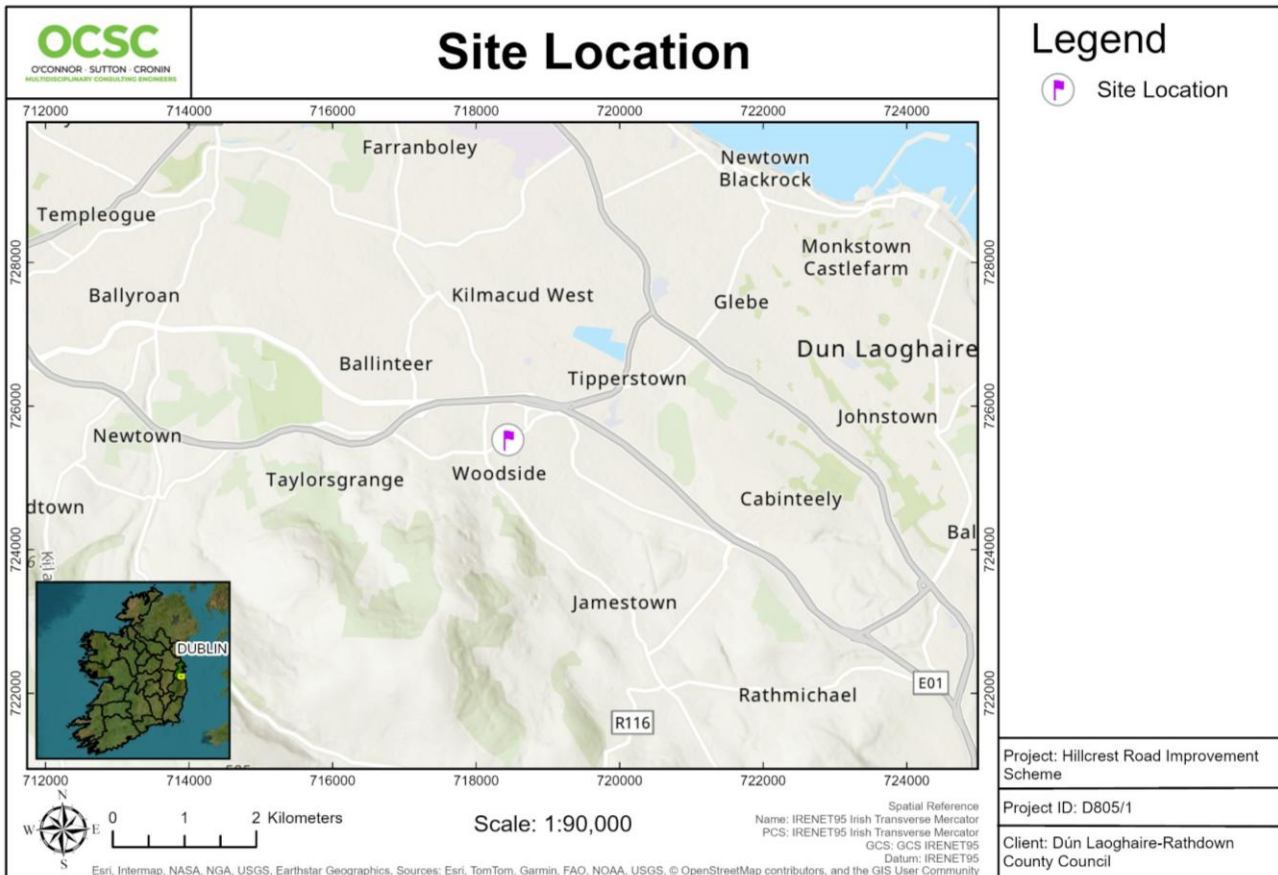


Figure 2.1: Site Location (Source: OCSC, 2025).

2.2 SURROUNDING LAND USE

The site and its surroundings are set in a primarily residential area with some nearby commercial/retail, public amenity, and educational land uses as well as undeveloped land and forestry. The site consists of Hillcrest Road, its junctions at Lamb’s Cross to the west and Kilgobbin Road to the east, and land along its length which is currently in use as roadway, footpaths, and gardens associated with houses adjoining the site, primarily to the south. To the north and east of the study area are residential neighbourhoods, open space used for public amenity, and road infrastructure associated with the M50 motorway. To the south are residential neighbourhoods and undeveloped land. To the west and south-west to the site are Sandyford Community

Centre, St. Mary's National School, several shops, residences, and a pitch and put course. To the northwest are primarily undeveloped open space and forestry with the National Sport and Science Centre further to the northwest. See Table 2.1 for adjacent land uses.

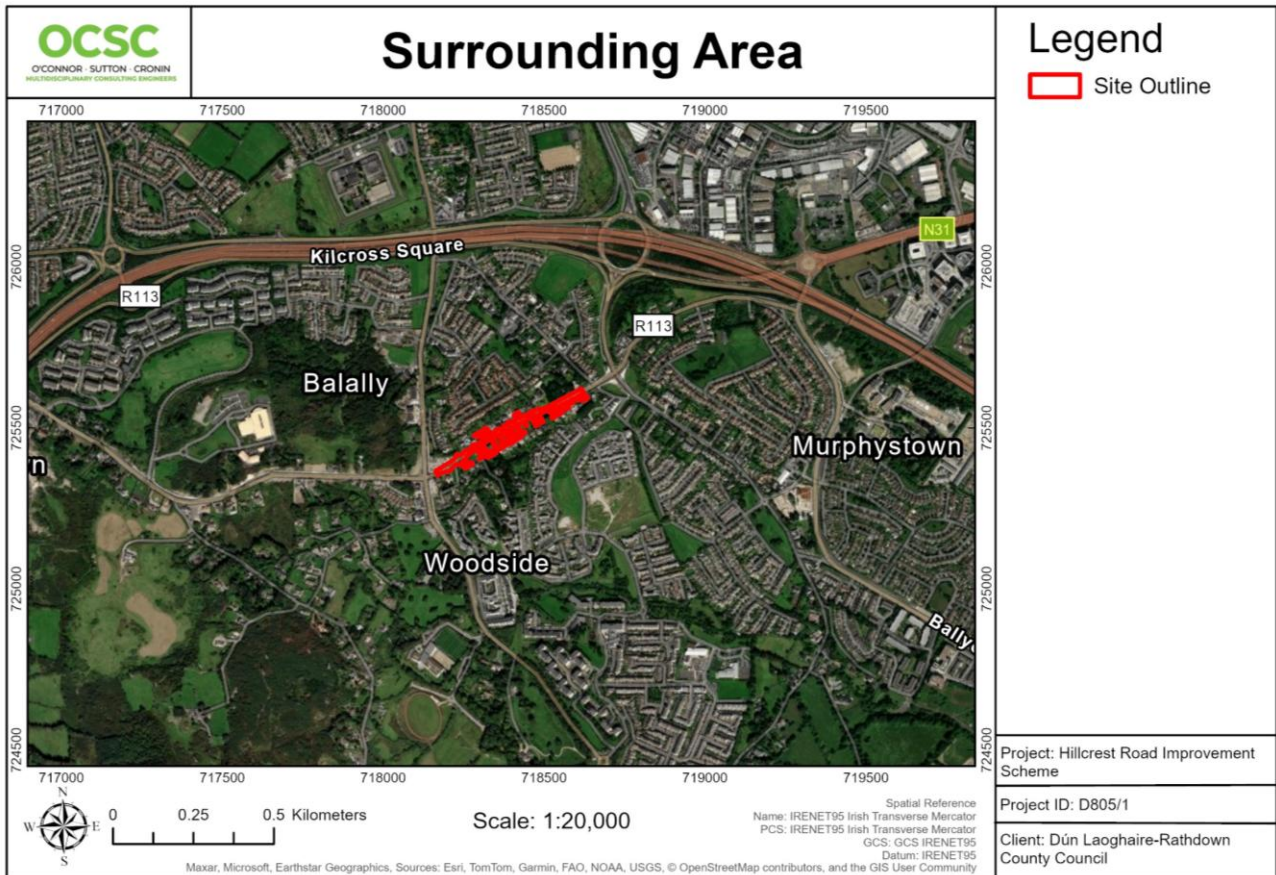


Figure 2.2: Surrounding Area, (Source: OCSC, 2025).

Table 2.1: Adjacent Land Uses

Boundary	Land Use
North	Residential and public amenity areas and the M50
South	Residential properties and undeveloped land
East	Residential and public amenity areas and the M50
West	Residential properties, several shops, Sandyford Community Centre, St. Mary's National School, a pitch and put course, undeveloped land, forestry, and the National Sport and Science Centre.

2.3 PROJECT DESCRIPTION

This Environmental Impact Assessment Screening Report has been prepared for the proposed Hillcrest Road Improvement Scheme. The objective of the scheme is to address the infrastructure deficiencies along Hillcrest Road, with direct benefits of safety and health, such as:

- Improvement for vulnerable road users with the provision of adequate footpaths and cycle lanes along Hillcrest Road;
- Improvement for residents, enabling pedestrian and cycling linkages to commercial premises and connections to DLRCC's cycling network;
- General improvements for drivers with improved lane widths and sightlines; and
- Encouragement of sustainable modes of transport.

The proposed scheme consists of the following:

- Widening of the existing road to 6.50 m.
- Addition of 2.0 m. footpaths on both sides
- Public lighting.
- Surface water drainage
- Provision of utilities and services.
- Road marking and signage.
- Diversion of existing utilities and provision of new utilities.
- Accommodation works to existing properties
- Walls, retaining walls, fencing and other boundary treatments.
- Associated landscaping works.
- Miscellaneous ancillary works

These proposed works can be referred to in the drawings commissioned by OCSC Civil Team, 2024, drawings D805-OCSC-XX-XX-DR-C-0002-0005.

The completed Scheme will integrate with the upgraded approach to the Lamb's Cross junction (currently under construction) at the western end and the approach to the recently upgraded Kilgobbin Road junction to the east. While the length of Hillcrest Road between the junctions is approximately 660m, it is understood that the length of road to be upgraded is in the order of 540m, as the Hillcrest Road approach to the junctions will have already been upgraded.

3 EIA SCREENING PROCESS

3.1 INTRODUCTION

This section of the report sets out the legislative basis for screening used to decide if the proposed project requires the preparation of an EIAR.

3.2 RELATIVE LEGISLATION AND GUIDANCE

The Environmental Impact Assessment (EIA) Directive 85/337/EEC has been in force across the European Union since 1985 and applies to a wide range of defined public and private projects which are defined in Annexes I (Mandatory EIA) and II (Screening-Discretion of Member States) of the directives. The EIA Directive of 1985 has been amended three times: 97/11/EC, 2003/35/EC, and 2009/31/EC. These amended directives have been coded and replaced by Directive 2011/92/EU of the European Parliament and Council on the assessment of the effects of certain public and private projects on the environment (and as amended by Directive 2014/52/EU). Directive 2014/52/EU has been transposed in 2018 in Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI 296 of 2018).

3.3 EIA SCREENING UNDER ROADS LEGISLATION

The proposed development, as summarised in Section 2.3 above, comprises a combination of alterations to the existing road layout such as changes in traffic flows; the introduction of cycle tracks; road, footpath; and public realm improvement works. Most of the proposed development constitutes the improvement of existing infrastructure. Given the nature of the proposed development, it could be interpreted to be a “road” development as defined under Section 2 of the Roads Act (1993), as amended. Therefore, it was also considered appropriate to screen the proposed development under the Roads Act 1993, as amended.

3.3.1 RELEVANT DEFINITIONS

A “road” is defined under Section 2 of the Roads Act (1993) as amended 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.”

A *road authority* is defined under Section 2 of the Roads Act (1993), as amended as:

“*road authority*”, except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban district”.

A *public road* is defined under Section 2 of the Roads Act (1993), as amended as:

“*public road*” means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.

It is the view of OCSC that the proposed development could be interpreted to be a “road” development as defined under Section 2 of the Roads Act (1993), as amended. Similarly, Dún Laoghaire-Rathdown County Council (DLRCC) could be interpreted to be a “road authority” and the proposed development could be interpreted as works to a “public road” as defined under Section 2 of the Roads Act (1993) as amended. Therefore, it is considered appropriate to screen the project for EIA under the Roads Act 1993, as amended.

3.3.2 REQUIREMENT FOR EIA UNDER THE ROADS ACT 1993, AS AMENDED AND ROADS REGULATIONS 1994, AS AMENDED

Section 50(1) of the Roads Act (1993) (as amended by S.I. No. 279/2019) relates to road developments subject to Environmental Impact Assessment. The threshold for mandatory EIA of road development is set out in Section 50(1)(a) which states:

“50. (1)(a) A road development that is proposed that comprises of 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; and*
- 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 proposed development does not include the construction of a motorway, busway nor service area.

The ‘prescribed types of road development’ Section 50(1)(a)(iv) 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 metres or more in length in an urban area.*
- b) the construction of a new bridge or tunnel which would be 100 metres or more in length”.*

The proposed development does not involve the construction of a new road of four or more lanes.

The proposed development involves the realignment of sections of existing roads in an urban area; however, it will not result in the realignment of an existing road resulting in four or more lanes exceeding 500m in length in an urban area. The proposed development does not involve the construction of a new bridge or tunnel. The proposed development does not meet the mandatory thresholds detailed in Section 50 (1)(a) of the Roads Act (1993), as amended, nor the Road Regulations (1994), as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required.

In conclusion, the proposed development is of a class set out in the Roads Act 1993, as amended, (50(1)(a)(iv)) but does not meet or exceed the relevant threshold, therefore it is a sub-threshold development and must be screened for EIA.

3.4 METHODOLOGY

This EIA Screening has been undertaken in accordance with the following methodology and has specifically assessed items contained in the Screening Checklist from the Environmental Impact Assessment of Projects:

- Guidance on Screening (EC, 2017) which is included in Appendix A
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports, Irish Environmental Protection Agency (EPA), May 2022
- Guidance for EIA and AA screening of active travel projects funded by the NTA, October 2023.
- OPR Guidance Note PN02 Environmental Impact Assessment Screening, June 2021
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing Planning and Local Government’s (DHPLG), 2018
- Environmental Impact Assessment of Projects: Guidance on Screening, (European Commission (EC), 2017)
- Preparation of guidance documents for the implementation of EIA directive (Directive 2011/92/EU as amended by 2014/52/EU) – Annex I to the Final Report (COWI, Milieu; April 2017)

- European Commission (2015) Environmental Impact Assessment – EIA, Overview, Legal Context. European Council Directive (EU) 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment
- Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licensing Systems – Key Issues Consultation Paper (2017; DoHPCLG)
- European Union EIA Directive (85/337/EEC) and its amendments in 1997, 2003, and 2009
- Environmental Impact Assessment of National Road Schemes – A Practical Guide' (TII 2008)
- Environmental Impact Assessment – Guidance for Consent Authorities regarding Sub-threshold Development (2003; DoEHLG)
- Planning and Development Regulations 2001 (as amended)
- Planning and Development Act 2000 (as amended)

An understanding of the site setting and history was gained by undertaking a review of the following primary sources:

- A review of available extracts of historical Ordnance Survey of Ireland (OSI) maps;
- National Monuments Service (NMS) viewer;
- A review of information held by the Environmental Protection Agency (EPA) EnVision online Mapping;
- Aerial images available of the site (OSI and Google);
- The Geological Survey of Ireland (GSI) and GeoHive online mapping tools;
- The National Parks and Wildlife Service (NPWS) online map tool;
- Heritage Maps online; and
- Environmental Sensitivity Mapping online.

4 EIA REQUIREMENTS

4.1 REQUIREMENT FOR MANDATORY EIA

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011 and S.I. No 296 of 2018). on the assessment of the effects of certain public and private projects on the environment. The purpose of this Environmental Impact Assessment Screening Report is to determine whether this proposed development will require full Environmental Impact Assessment.

The Directive outlines in Article 4 (1) 21 Annex 1 projects that require mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case-by-case examination or through thresholds and criteria established by Member States. Projects requiring mandatory EIA are listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Where developments are under the relevant EIA threshold, planning authorities are required under Article 103 of the 2001 Regulations, as amended, to request an EIA where it considers the proposed development is likely to have a significant effect on the environment. In these cases, the significant effects of the project are assessed relative to the criteria contained in Schedule 7a of the regulations, principally:

- The projects characteristics,
- Sensitivity of the project location, and
- Characterisation of potential impacts.

In addition, where the development would be located on or in an area, site, etc. set out in Article 103(2), the planning authority shall decide whether the development would or would not be likely to have significant effects on the environment for such site, area, or land, etc., the implication being that if it decides that it would be likely to have significant effects on the environment, it can invoke its powers to request an EIA. Article 103(2) sites comprise the following:

- a) A European Site;
- b) An area which is the subject of a notice under section 16(2) (b) of the Wildlife (Amendment) Act, 2000;
- c) An area designated as a Natural Heritage Area under section 18 of the Wildlife (Amendment) Act, 2000;
- d) Land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976, as amended by sections 26 and 27 of the Wildlife (Amendment) Act, 2000; or
- e) Land designated as a refuge for flora or as a refuge for fauna under section 17 of the Wildlife Act, 1976, as amended by section 28 of the Wildlife (Amendment) Act, 2000.

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. The proposed project is not listed in Annex I; therefore, it is not mandatory for an EIA to be carried out.

Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

4.2 MANDATORY EIA THRESHOLDS

4.2.1 ROAD DEVELOPMENT

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. In the context of Active Travel Initiatives, all of the categories set out in Annex I to the EIA Directive and Part 1 of Schedule 5 to the 2001 Regulations must be considered.

An EIA is also mandatory in respect of projects listed in Annex II of the EIA Directive which equal or exceed a specified threshold. Those thresholds are set out in Part 2 of Schedule 5 to the 2001 Regulations with thresholds in relation to "road development" set out in the Roads Act 1993 and Road Regulations 1994 and are listed in Table 3.1. Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

The proposed project is not listed in Annex I or in Annex II; therefore, it is not mandatory for an EIA to be carried out. The proposed road enhancement is also not on the list of road projects requiring an EIA as outlined in Section 50 of the Roads Act, 1993 (as amended) and in Article 8 of the Roads Regulations, 1994.

Table 4.1: Roads Projects Requiring Mandatory EIA

MANDATORY THRESHOLD	REFERENCE
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007

MANDATORY THRESHOLD	REFERENCE
<p>Prescribed type of proposed road development:</p> <p>(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 metres or more in length in an urban area.</p> <p>(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.</p>	<p>Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993</p>

4.2.2 URBAN DEVELOPMENT

Section 172 of the Planning & Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states:

“An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

- a) *the proposed development would be of a class specified in –*
- (i) *Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either – I. Such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or*
 - (ii) *Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either – I. such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or b (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and (ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.”*

Further to the above, Schedule 5 of the Planning & Development Regulations 2001, as amended sets out a number of classes and scales of development that require EIA.

Under Part 2 of Schedule 5, in relation to Infrastructure projects, Class 10(b)(iv) of Part 2 refers to urban development as follows:

10. *Infrastructure projects*

(a)

- (b) (i) *Construction of more than 500 dwelling units.*
- (ii) *Construction of car-parks providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.*
- (iii) *Construction of shopping centres with a gross floor space exceeding 10,000 square metres.*
- (iv) *Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere. (In this paragraph "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)*

The subject site is less than 2ha and as such an EIA is therefore not mandatory for the proposed development.

4.3 SUB-THRESHOLD DEVELOPMENT

Projects which are listed in Annex II to the EIA Directive, but which do not meet or exceed certain thresholds must be subject to EIA Screening.

Annex III of the Directive outlines the specific criteria that must be considered when a sub-threshold project is being examined for Environmental Impact Assessment. The screening procedure investigates whether the project has a significant potential negative impact on the environment using different criteria including:

- Characterisation of the proposed development
- Location of the proposed development
- Type and Characteristics of the potential impact

Information to be provided for the purposes of screening sub-threshold development for Environmental Impact Assessment include:

1. A description of the proposed development, including in particular—
 - a) A description of the physical characteristics of the whole proposed development and, where relevant, of demolition works and
 - b) A description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment, resulting from—
 - a) The expected residues and emissions and the production of waste, where relevant, and
 - b) The use of natural resources, in particular soil, land, water, and biodiversity.
4. The compilation of the information in paragraphs 1 to 3 shall consider, where relevant, the criteria set out in Schedule 7 of the Directive". (Schedule 7 states 'Criteria for determining whether a development listed in Part 2 of Schedule 5 should be subject to an environmental impact assessment').

5 CHARACTERISTICS OF PROPOSED DEVELOPMENT

Schedule 7 of SI 296 of 2018 requires that the characteristics of a proposed development are identified. In particular, it references the following sections:

5.1 SIZE AND DESIGN

The study area is on the Hillcrest Road between the Enniskerry Road and the Kilgobbin Road, at Sandyford, County Dublin. The project design will improve the area along the Hillcrest Road by providing adequate footpaths and cycle lanes, enabling pedestrian and cycling linkages to commercial premises and connections to DLRCC's cycling network, and improving vehicular lane widths and sightlines. The project details are outlined in Section 2.3.

5.2 CUMULATION WITH OTHER EXISTING DEVELOPMENTS/DEVELOPMENT THE SUBJECT OF A CONSENT

Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location. Cumulative effects can occur where a proposed development results in individually insignificant impacts that, when considered in-combination with impacts of other proposed or permitted plans and projects, can result in significant effects.

The effects of the proposed construction are likely to be confined to the immediate area of the site and will be limited to habitat loss and habitat degradation of commonly occurring and widespread habitats as well as temporary disturbance and displacement of species within the immediate surroundings of the site. These effects are not thought to be significant subject to the implementation of design and construction phase mitigation measures.

Proposed and granted planning applications within 1km of the site and dating back to 2019 were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. Grants of planning in the vicinity of the site were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. The following planning grants of larger than single domestic scale were identified:

- **D23A/0456 (Blathas Property Ltd.):** Development on a site of approx. 0.77 ha at Crohamhurst, Sandyford Road, Dublin 18, (D18W9Y5) and adjoining lands at the junction of Sandyford Road and Blackglen Road, Lamb's Cross, Dublin 18. The development will consist of the demolition of the existing single storey dwelling, garage, boiler house, 2 no. dwarf block walls and associated structures at 'Crohamhurst' (approx. 209.8 sq. m) and the construction of a new Neighbourhood Centre and Residential Development in 3 no. new build Blocks A, B and C ranging between 3 - 6 storeys in height over par 1 and part 2 storey basement level. The development consists of 80 no. residential apartment

units (22 no. 1 bed units; 41 no. 2 bed units; and 17 no. 3 bed units) and associated residential amenity space; a supermarket and associated off licence; a restaurant / bar and associated winter garden; 2 no. retail units (a pharmacy and a beauty/hair salon); an ATM area; a health centre; and a café.

- **D21A/0595 (Ultra Dawn Limited):** Permission for development. The development will principally consist of the demolition of the single storey dwelling known as 'The Pastures' and ancillary garage (241 sq. m) and the construction of a residential development comprising 33 no. apartments (10 no. one bedroom units, 20 no. two bedroom units and 3 no. three bedroom units) in 2 no. apartment blocks ranging in height from part 3 no. to part 5 no. storeys. The development proposes a total gross floor area of 3,112 sq. m.
- **D19A/0744 (Sandyford House Redevelopment Ltd.):** Permission for development. The development will consist of the construction of 15 no. dwellings comprising 1 no. 1.5 storey 3-bedroom detached dwelling.
- **ABP31344322 Permission (SHD) (Midsal Homes Limited):** Permission for a strategic housing development. The residential development site, pedestrian connection, entrance works, water services and road works area will provide a total application site area of 0.92 Ha. The proposed development principally consists of the demolition of the existing dwelling and ancillary buildings known as 'Glenina', the existing dwelling known as 'Karuna' and the existing boundary wall fronting Sandyford Road, and the construction of a residential development principally comprising 137 No. apartments (32 No. 1-bed units, 78 No. 2-bed units and 27 No. 3-bed units) in 4 No. blocks ranging in height from part-1 No. storey to part6 No. storeys with a part-basement/part-undercroft level (at Blocks B, C and D).
- **ABP31166921 (Bridgeclip (Developments) Limited):** Permission for a strategic housing development consisting of the construction of 112 No. Build to Rent Apartments (72 No. one-bedroom apartments; and 40 No. two-bedroom apartments) arranged in 2 No. Apartment Blocks. Block A is principally 4 No. stories in height with a 6 No. storey element, Block B is principally 4 No. stories in height with a 5 No. storey element.
- **ABP31454622 (Ironborn Real Estate Limited):** The development will consist of 436 no 'Build-to-Rent' apartment units (154 no. 1. bedroom units & 284 no. 2 bedroom units) arranged in 9 no blocks ranging in height from 2-8 storeys over 2no. independent single level basements. Private patios/terraces and balconies are provided for some apartment units (not all units have a patio, terrace or balcony). Upper-level balconies are proposed on elevations of all multi-aspect apartment buildings.
- **D20A/0427 (SDR Property Development Ltd.):** Permission. The development will consist of the following: Construction of a Build to Rent (BTR) apartment development comprising a 3-5 storey block with 50 no. apartments (11 no. 1-bed studios, 21 no. 1-bed units, 17 no. 2-bed units, and 1 no. 3-bed unit).
- **ABP31332122 (Heronbrook Properties Limited):** Permission for Strategic Housing Development consists of demolition of the existing, derelict, former residential structures on the site and construction of 101no. residential units and a creche (13,127 sq. m gross floor area in total). The residential element comprises a mix of houses (9no. 2-beds, 16no. 3beds, 6no. 4 beds and 1 no. 5 beds); duplexes (3no. 2 beds and 10no. 3 beds) and apartments (14no. 1 bed, 35no. 2 beds and 7no. 3 beds).

- **PC/H/02/24 (Dún Laoghaire-Rathdown County Council):** Dún Laoghaire-Rathdown County Council proposes a development at Lambs Cross, Dublin 18. This is in accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended). The proposal is for 37 no. apartment units in a 3-5 storey building over undercroft area and includes: 29 no. one bed units, 8 no. two bed units, 1 no. communal space at ground floor of 171 square meters, An energy centre at 1st floor, An external plant area set back at 3rd floor level. The undercroft area at lower ground level would comprise of 2 no. ESB substations, Car, bicycle and motorcycle parking, Bin storage, Bulk storage area, Supporting mechanical, electrical and water infrastructure. Landscaping works would include Communal open space, Public realm area fronting onto Sandyford Road and Hillcrest Road. All associated site development works include Vehicular access off Hillcrest Road, Public lighting, Varied site boundary treatment comprising walls and fencing, Temporary construction signage.
- **PC/07/07 (Dún Laoghaire-Rathdown County Council):** Blackglan Road/Harolds Glen Road Improvement Scheme.
- **PC/17/06 (Dún Laoghaire-Rathdown County Council):** Upgrade (a) Murphystown Road from its junction with Leopardstown Road roundabout to its junction with Ballyogan Road/Kilgobbin Road (b) Kilgobbin Road from its junction with Ballyogan Road to its junction with Mount Eagle Way.

Other granted planning permissions in the vicinity of the site pertain primarily to small-scale constructions, change of use, or retention of works. There were nine planning grants of the smaller scale within 1km of the proposed area. However, these larger grants and the smaller scale grants of planning, and existing businesses and amenities in the vicinity of the site are unlikely to produce significant in-combination effects with the proposed development.

5.3 THE NATURE OF ANY ASSOCIATED DEMOLITION WORKS

There are structures on the site which will require significant demolition as a part of the proposed works. These include the demolition of the existing walls and footpaths. Volumes of construction waste from the works are likely to be low and would consist of concrete rubble and road plannings.

5.4 THE USE OF NATURAL RESOURCES, IN PARTICULAR LAND, SOIL, WATER AND BIODIVERSITY

There will be no long-term use of any natural resource due to the nature of the project. However, there is a potential for local impact on biodiversity due to the removal of hedgerows and treelines along the route (refer to the Bird and Bat Survey reports prepared by OCSC (OCSC, 2024). A standalone EcIA (OCSC, 2025) has been conducted for the project and contains recommended mitigation measures. Additional surveys may be required if more than 12 months have passed since the initial assessments.

5.5 PRODUCTION OF WASTE

Any waste generated during the construction will be reused on-site where possible, e.g., topsoil generated will be reused for landscaping, and excavated material will be reused for backfill where this material meets acceptable construction criteria. If offsite disposal of material is required, it will be managed in accordance with all relevant waste management legislation, as will all wastes generated during the operations phase of the project. As a result, the production of wastes associated with this development is not likely to give rise to a significant effect on the environment.

5.6 POLLUTION AND NUISANCES

There is the potential that there will be a temporary increase in noise during the proposed construction works. However, they will not exceed levels typical of construction works and will be temporary in duration. There will also be a slight increase in traffic disturbance during the construction activities, i.e., bringing supplies to the site and removal of material if required. However, this disturbance will be temporary and of a short duration. Some dust will likely be generated during the works; however, this nuisance will be temporary and managed in line with best practice. There will be no additional nuisance impacts during the operations phase of the development.

Potential surface water pollution via runoff, including pollution by silt or hydrocarbons, will be managed in accordance with best practices. In addition, the surface water drainage system which discharges to the Carrickmines Stream on the site will be designed in accordance with all best practice requirements, including design in accordance with the Greater Dublin Strategic Drainage Study and CIRIA C753 The SuDS Manual. The magnitude of discharge is likely to be small and will not contribute to additional surface water discharge to the stream above existing volumes.

The risk of surface water pollution during the construction stage is considered to be unlikely, temporary, and not significant due to the small-scale nature of the works and subject to the implementation of a site-specific Construction Environmental Management Plan (CEMP) which will be prepared by the appointed contractor and will clearly detail all necessary environmental control measures.

5.7 THE RISK OF MAJOR ACCIDENTS OR DISASTERS INCLUDING THOSE CAUSED BY CLIMATE CHANGE

There is minimal risk of major accidents or disasters including those caused by climate change given the small-scale and short duration of the construction works. Any risks that are present are associated with typical construction activities including working with machinery. However, the appointed contractor will be required to prepare a site-specific CEMP clearly detailing all necessary environmental control measures. There will

be no risks following construction above that which would be expected for pedestrian, cycle, and vehicle traffic.

In terms of flood risk, the Catchment Flood Risk Assessment and Management (CFRAM) maps indicate that lands to the southwest of the site have experienced past flooding event and have a low and high probability of flooding. See Figure 5.1 below.

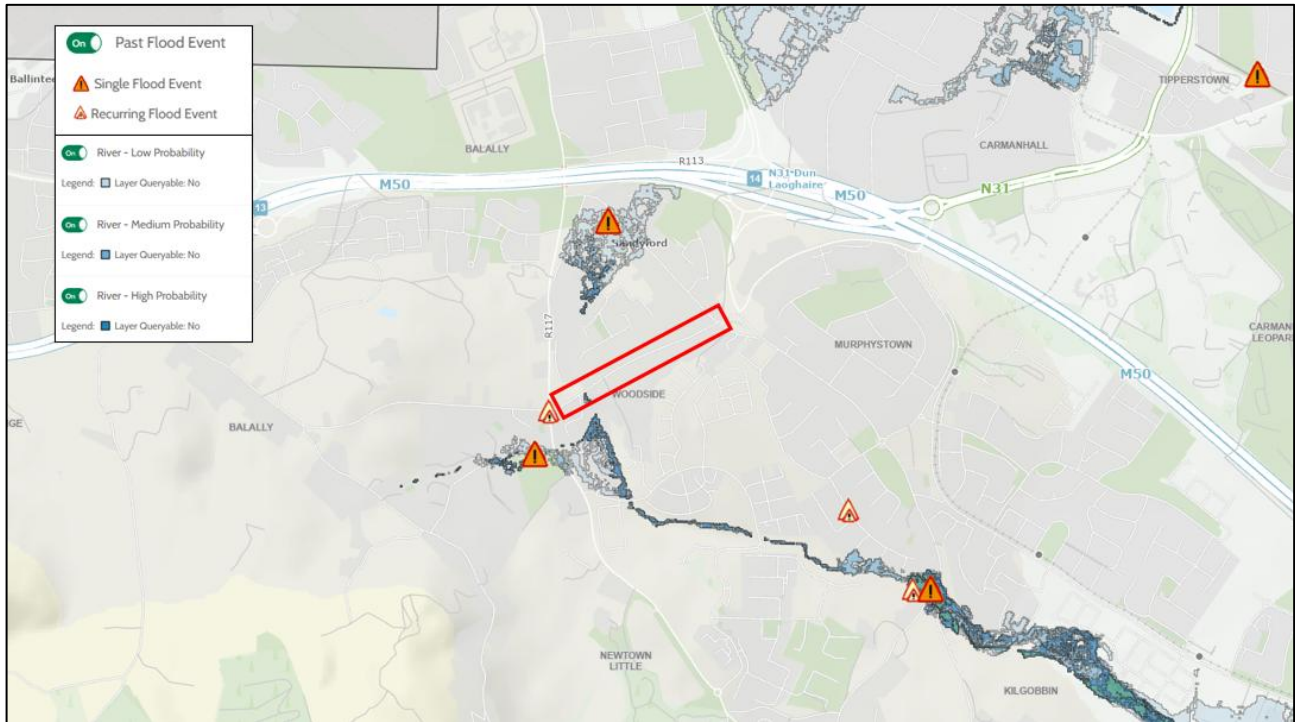


Figure 5.1: Flooding Probability and Past Flood Events (Source: OPW CFRAM Mapping, 2025)

5.8 RISKS TO HUMAN HEALTH – E.G., WATER CONTAMINATION/ AIR POLLUTION

Based on the GSI groundwater well database, the closest borehole (2921NEW009) is located 4.5km northwest to the site and was drilled on October 1st, 1988, to a depth of 76m. The second nearest borehole (2921NWW007) is located 4.6km northwest of the site and was drilled to a depth of 60m on August 1st, 1990.

The GSI database provides information on groundwater source protection zones (SPZs) (e.g., areas of contribution to water supply bores). SPZ delineation provides an assessment of the land area that contributes groundwater to a borehole or spring. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction. There are no reported groundwater source protection zones (SPZs) within a 2km radius of the proposed site. The nearest SPZ is Kilteel GWS which is located 17.3km west-southwest of the site. As such, fuel and chemical storage and use on the site is unlikely to pose a risk to water of groundwater contamination within this SPZ. However, the risks to groundwater and surface water will be minimised via engineering design

and construction in line with best practice. Contractors will prepare and implement a site-specific CEMP which will address the mitigation of risks to groundwater.

Given the short duration of the works, the undertaking of works in accordance with best practice, and the nature of the operations phase, it is not anticipated that the works will pose a significant risk to groundwater or surface water quality during either the construction or operations phase of the works. In addition, air pollution will be limited to typical construction nuisance such as dust. Best practice guidelines will be applied to noise and dust nuisance mitigation. Overall, the risk to human health is low, subject to the implementation of mitigation measures in the CEMP.

6 EXISTING AND APPROVED LAND USE

6.1 THE RELATIVE ABUNDANCE, AVAILABILITY, QUALITY, AND REGENERATIVE CAPACITY OF NATURAL RESOURCES

Limited natural resources will be required to complete the work. It is proposed that any material generated during the works will be reused on site or removed from site for recycling or reuse where possible. The relevant natural resources have been looked at in more detail in the following sections.

6.2 THE ADSORPTION CAPACITY OF THE NATURAL ENVIRONMENT

This section describes the adsorption capacity of the natural environment, specifically:

- Wetlands, riparian areas, and river mouths;
- Coastal zones and the marine environment;
- Mountain and forest areas;
- Nature reserves and parks;
- Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- Densely populated areas; and
- Landscapes and sites of historical, cultural, or archaeological significance.

6.2.1 OVERVIEW

The Proposed Development is located mainly within a previously developed road network and extends into adjoining residential areas. The immediate surrounding area is comprised of primarily residential land use with some nearby commercial/retail, public amenity, and educational land uses as well as undeveloped land and forestry.

6.2.2 WETLANDS, RIPARIAN AREAS, AND RIVER MOUTHS

The nearest wetland to the Proposed Development is the Ballyogan Stream And Attenuation Pond located 0.82km southeast of the site location. There are no riparian areas and river mouths located near the site. A number of mitigation measure have been identified within the EclA report prepared for the Proposed Development. These will be implemented during the construction phase.

6.2.3 COSTAL ZONES AND THE MARINE ENVIRONMENT

The Proposed Development is located inland and is not located close to any coastal zone or marine environment. The nearest coastal zone is the Dublin Bay located 4.82km northeast of the site.

6.2.4 MOUNTAIN AND FOREST PARKS

There are no mountains close to or within the Proposed Development site. The nearest forest park is the Fitzsimmon's Park located 0.25km northwest of the site.

6.2.5 NATURE RESERVES AND PARKS

There are no Nature Reserves or National Parks located within the Proposed Development site. The nearest is the Wicklow Mountains National Park approximately 2.90km southwest of the site.

6.2.6 AREAS CLASSIFIED OR PROTECTED UNDER LEGISLATION

There are nine SACs within 15km of the site as shown on Figure 6.1: the Wicklow Mountains SAC (4.8 km southwest, site code 002122), South Dublin Bay SAC (4.8 km northeast, site code 000210), Knocksink Wood SAC (6 km south, site code 000725), Ballyman Glen SAC (7.6 km southeast, site code 000713), Rockabill to Dalkey Island SAC (8.7 km east, site code 003000), Glenasmole Valley SAC (8.9 km southwest, site code 001209), North Dublin Bay SAC (9.8km northwest, site code 000206), Bray Head SAC (11.8 km southeast, site code 000714), and Howth Head SAC (14 km northeast, site code 000202). There is no spatial overlap or hydrological link between the site and any of the SACs.

There are five SPAs within 15km of the site: the Wicklow Mountains SPA (4.9 southwest, site code 004040), South Dublin Bay and River Tolka Estuary SPA (4.9 km northeast, site code 004024), Dalkey Islands SPA (8.4 km east, site code 004172), North-West Irish Sea SPA (9.8km northwest, site code 004236) and North Bull Island SPA (9.8 km northeast, site code 004006). There is no spatial overlap or hydrological link between the site and any of the SPAs as shown in Figure 6.1 and Figure 6.2.

There are no Natural Heritage Areas (NHAs) and 26 proposed Natural Heritage Area (pNHAs) within 15km of the site as shown on Figure 6.1. The nearest is the Fitzsimon's Wood pNHA (Site Code 001753), located 170 meters northwest of the study area. There is no direct hydrological link or physical connectivity in the form of hedgerows, treelines, or woodlands between the area of the proposed works and Fitzsimon's Wood pNHA; therefore, impact on this pNHA is considered to be unlikely, temporary, and not significant.

There is a hydrological link between the Carrickmines Stream_010, located within the study area, and the Loughlinstown Wood pNHA (8.3km downstream) and the Dalkey Coastal Zone and Killiney Hill pNHA (10km downstream). Due to the small scale and short duration of the project and the distance between the site and these pNHAs, impact is considered to be unlikely and imperceptible.

An Appropriate Assessment (AA) Screening Report has been prepared by OCSC which concluded that the proposed project, in the absence of mitigation, is unlikely to give rise to adverse effects on the designated European sites. Therefore, a Natura Impact Statement (NIS) was not undertaken.

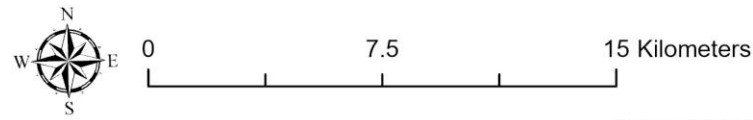
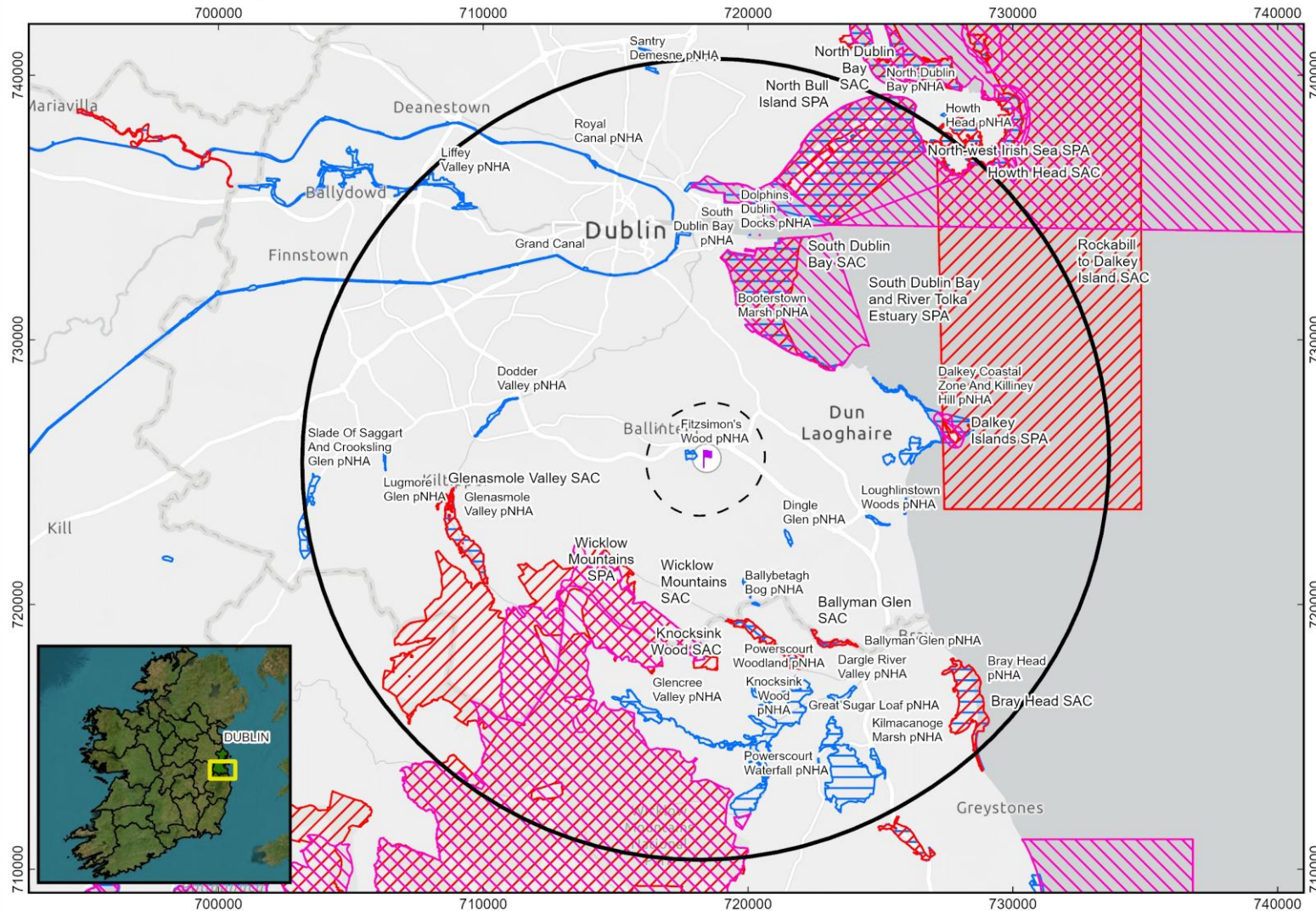


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NPWS Designated Sites

Legend

- 2km Buffer
- 15km Buffer
- Site Location
- Natural Heritage Areas
- Proposed Natural Heritage Areas
- Special Area of Conservation
- Special Protection Areas



Scale: 1:220,000

Spatial Reference
 Name: IRENET95 Irish Transverse Mercator
 PCS: IRENET95 Irish Transverse Mercator
 GCS: GCS IRENET95
 Datum: IRENET95
 Projection: Transverse Mercator

Earthstar Geographics, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

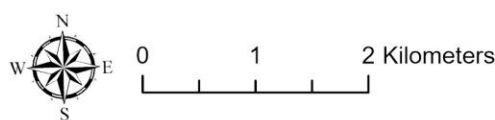
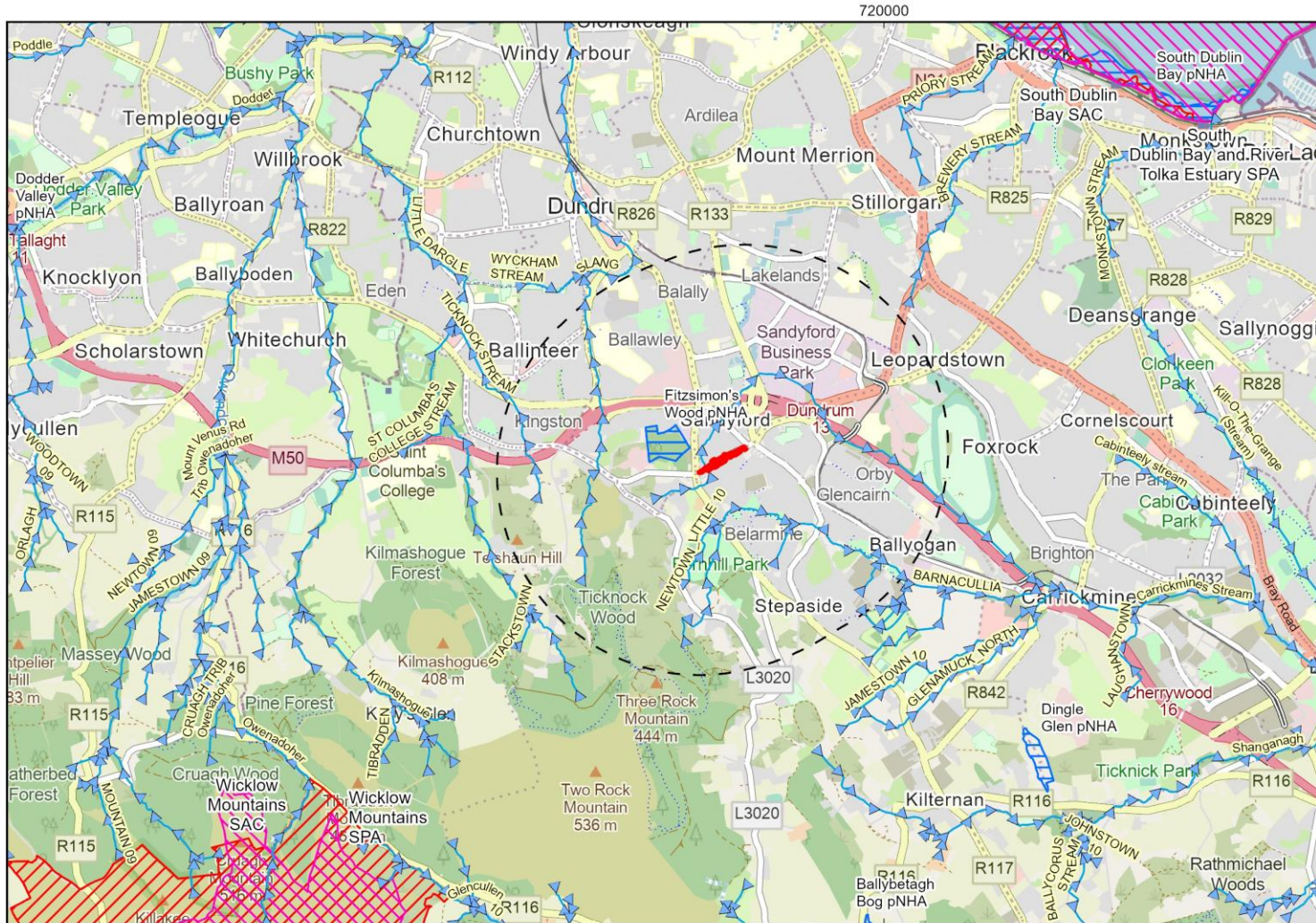
Project: Hillcrest Road Improvement Scheme
Project ID: D805/1
Client: Dún Laoghaire-Rathdown County Council

Figure 6.1: NPWS Designated Sites (Source: OCSC, 2025)

Flow Network NPWS Designated Sites

Legend

- 2km Buffer
- Site Outline
- Natural Heritage Areas
- Proposed Natural Heritage Areas
- Special Area of Conservation
- Special Protection Areas
- Flow Network
- Flow Network



Scale: 1:60,000

Spatial Reference
Name: IREN95 Irish Transverse Mercator
PCS: IREN95 Irish Transverse Mercator
GCS: GCS IREN95
Datum: IREN95
Projection: Transverse Mercator

Project: Hillcrest Road Improvement Scheme
Project ID: D805/1
Client: Dún Laoghaire-Rathdown County Council

Earthstar Geographics, Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri

Figure 6.2: Designated Sites and EPA Rivers near the Study Area (Source: OCSC, 2025)

6.2.7 HYDROLOGY

The Carrickmines Stream_010 (IE_EA_10C040350) transects the site near its western end and on the east side of the junction of Hillcrest Road and Hillcrest Downs. The Carrickmines Stream flows south to north in the western portion of the site. It then flows in an easterly direction until it merges with the Shanganagh_010 (IE_EA_10S010600) River before discharging into the Irish Sea between Killiney and Shankill.

Based on the most recent water quality information (2016-2021), the Carrickmines Stream has an overall Water Framework Directive (WFD) status of 'Good' in the vicinity of the site, as shown Figure 6.3.

The EPA spatial dataset indicates that the risk of Carrickmines Stream is 'at risk' failing to meet its WFD objectives by 2027 (EPA 2025). See Figure 6.4. WFD summary information for this waterbody is summarised in Table 6.1.

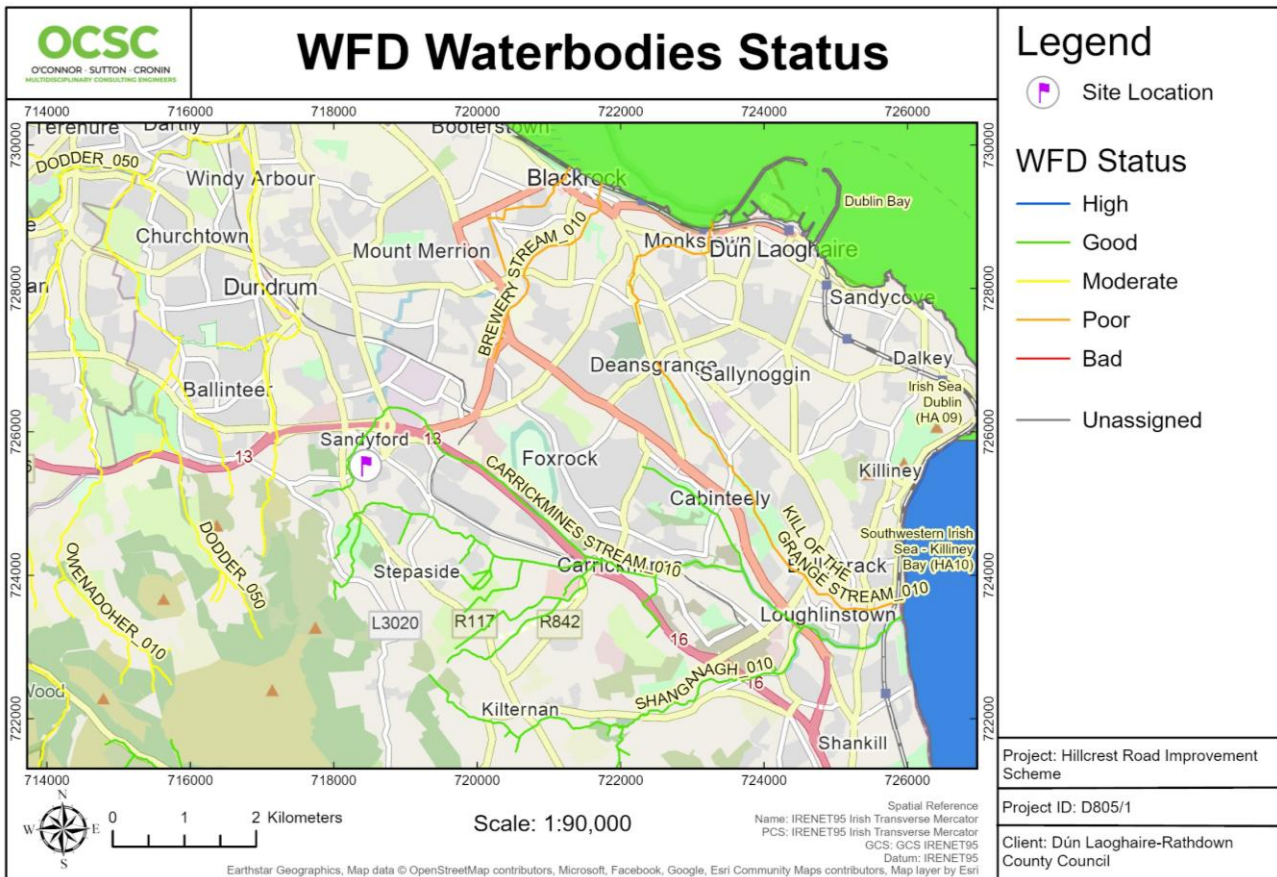


Figure 6.3: River Waterbody WFD Status, (Source: OCSC, 2025).

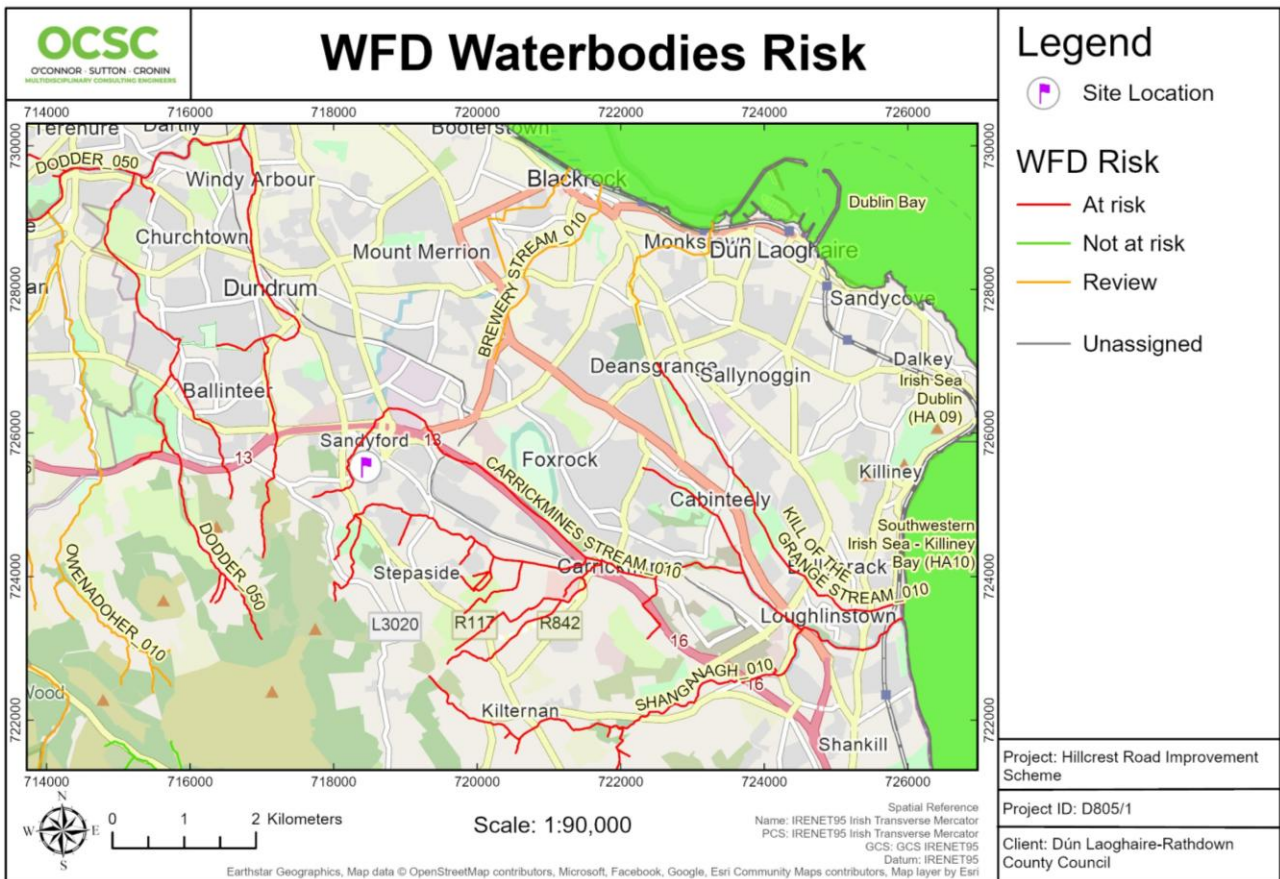


Figure 6.4: River Waterbodies Risk, (Source: OCSC, 2025)

Table 6.1: WFD Summary Information

Name	Carrickmines Stream
Waterbody Code	IE_EA_10C040350
Waterbody Name	Carrickmines Stream_010
Waterbody Type	River
Iteration	SW 2016-2021
Status	Good
Risk	At Risk

6.2.8 DENSELY POPULATED AREAS

The Proposed Development is located on the southern edge of Dublin City, in the Dún Laoghaire-Rathdown area, the largest settlement in the area.

6.2.9 LANDSCAPES AND SITES OF HISTORICAL, CULTURAL OR ARCHAEOLOGICAL SIGNIFICANCE

Architectural Conservation Areas

The National Monuments Service (NMS) maps shows six sites on the National Inventory of Architectural Heritage within 500m of the site. There are five sites on the National Inventory of Architectural Heritage within 100m of the site. The nearest to the site is located 70.1m west (60220039). See Figure 6.5 for locations of nearby National Inventory of Architectural Heritage sites and Table 6.2 for information regarding these sites.

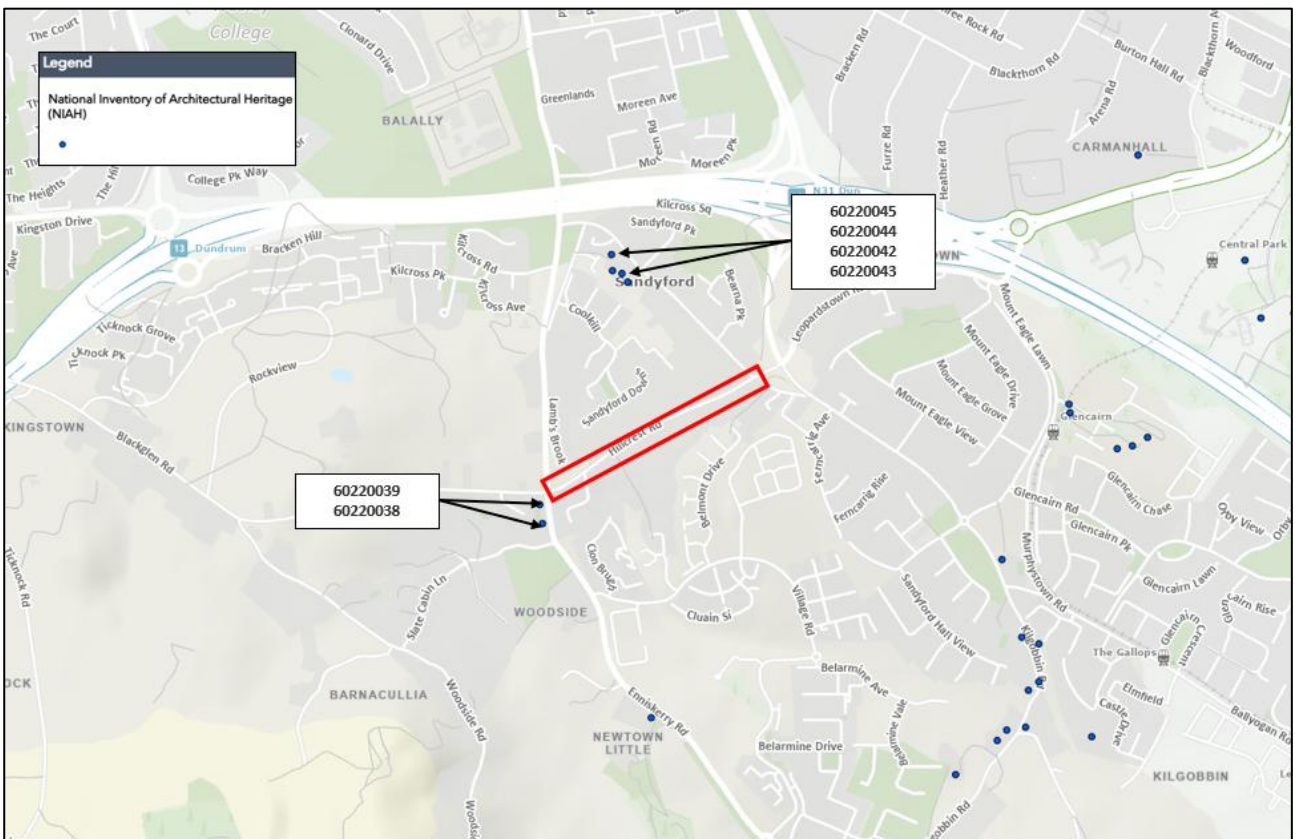


Figure 6.5: National Inventory of Architectural Heritage sites and Protected Structures in the vicinity of the proposed site; approximate site location indicated by the red outline (Source: NMS, 2025)

The NMS maps also shows two sites on the Sites and Monuments Records within 500m of the site and the zones of notification of two additional sites within 500m of the site. The closest feature (DU022-068----) is located approximately 310.9m south of the site. See Figure 6.6 for locations of nearby Sites and Monuments Records and Table 6.3 for information regarding these sites.

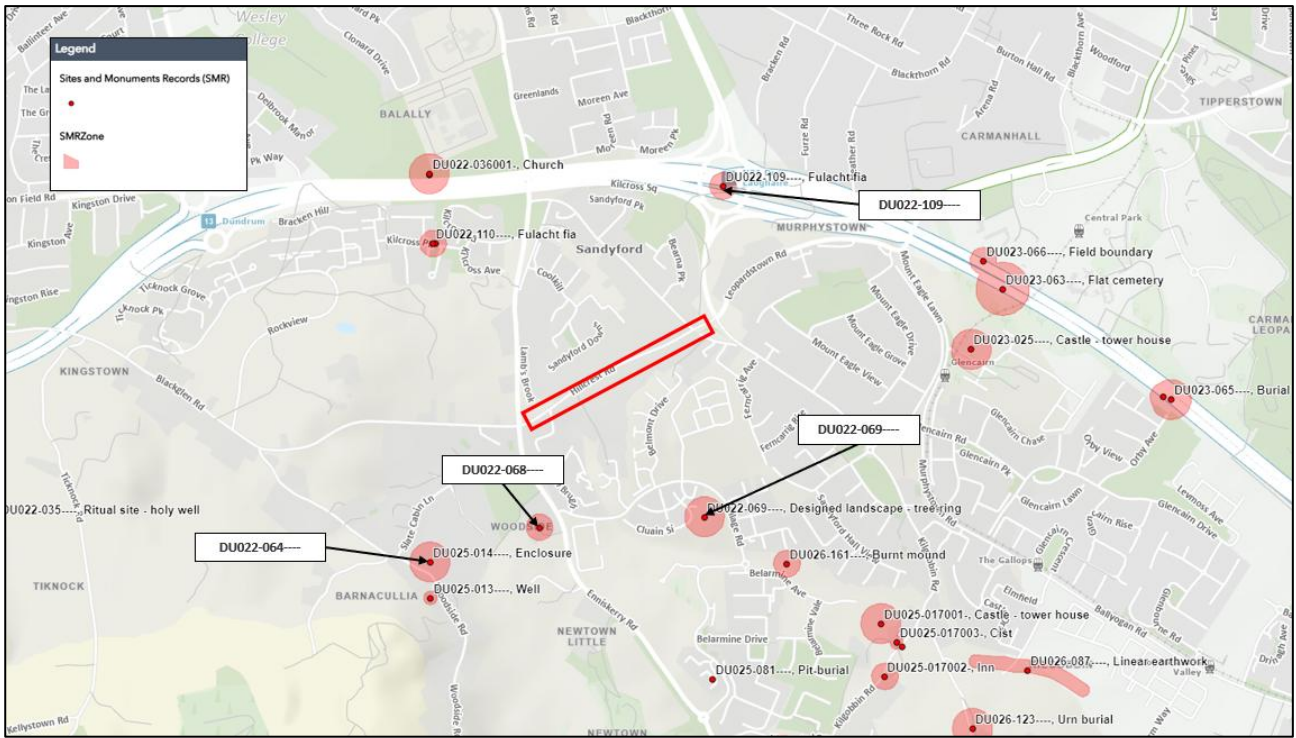


Figure 6.6: Sites and Monuments Records in the Vicinity of the Proposed Site; approximate site location indicated by the red outline (Source: Source: NMS, 2025)

Table 6.2: Summary of National Inventory of Architectural Heritage Sites and Record of Protected Structures Near the Site

NIAH Ref.	Name	Location	Description	Distance from site
60220039	Library/ archive	Sandyford Carnegie Free Library, Enniskerry Road, Balally, Sandyford, Dublin.	Façade of detached three- or five-bay single-storey library, designed 1907; dated 1907; opened 1907, on a T-shaped plan centred on three-bay single-storey lower breakfront. Set back from line of road in relandscaped grounds with piers to perimeter having pyramidal capping supporting replacement mild steel gate.	70.1m W
60220038	School	Saint Mary's National School, Enniskerry Road, Balally, Sandyford, Dublin	Detached three-bay two-storey national school, designed 1934; built 1935-6; dated 1936, on a T-shaped plan centred on single-bay full-height "bas-relief" breakfront; single-bay (single-bay deep) two-storey flat-roofed central return (west).	81.3m SW
60220043	Presbytery/ parochial/ curate's house	Saint Mary's Catholic Church, Main Street, Balally, Sandyford, Dublin	Detached three-bay two-storey parochial house, occupied 1901, on a T-shaped plan centred on single-bay full-height gabled projecting breakfront; two-bay two-storey side elevations. Undergoing "restoration", 2012-3. Set in landscaped grounds shared with Saint Mary's Catholic Church.	345.7m N
60220042	Church/ chapel	Saint Mary's Catholic Church, Main Street, Balally, Sandyford, Dublin	Detached four-bay double-height Catholic church, begun 1806; completed 1830, on a cruciform plan comprising two-bay double-height nave opening into single-bay (single bay deep) double-height transepts centred on chancel to crossing (east); three-bay full height sacristy (east) on a symmetrical plan centred on single-bay three-stage engaged tower on a square plan supporting octagonal spire.	366.7m N
60220044	presbytery/ parochial/ curate's house	Saint Mary's Catholic Church, Main Street, Balally, Sandyford, Dublin	Detached three-bay two-storey presbytery, occupied 1901, on a rectangular plan with three-bay two-storey rear (west) elevation. Undergoing "restoration", 2012-3. Set in landscaped grounds shared with Saint Mary's Catholic Church	386.1m N
60220045	House	Main Street, Balally, Sandyford, Dublin	Detached three-bay two-storey house with half-dormer attic, extant 1798, on a rectangular plan; three-bay full-height rear (west) elevation.	423.3m N

Table 6.3: Summary of Sites and Monuments Records Near the Site

NIAH Ref.	Name	Location – Townland	Description	Distance from site	Distance from ZoN
DU022-068----	House - 16th/17th century	Woodside	The original house at Woodside is likely to date from the 1690's (Rob Goodbody Pers coms). It had the front façade replaced in the 1890's but the original house survives to the rear.	310.9m S	291.1m S
DU022-109----	Fulacht fia	Murphystown	Topsoil stripping on the South-Eastern Motorway uncovered a fulacht fiadh. This appeared as a discontinuous spread of dark soil (L 18m, Wth 15m). It covered an oval pit (L2m, D 0.7m) filled with burnt material. Four pieces of flint were found in the pit.	206.5m NE	402.4m NE
DU022-069----	Designed landscape - tree-ring	Woodside	Described by Paddy Healy in a report by An Foras Forbartha for Dublin County Council in 1983 as a possible ringfort. This was since assessed and considered to be a tree ring.	515.5m SE	457.9m SE
DU025-014----	Enclosure	Woodside	Located in upland pasture on the lower NE slopes of Three Rock Mountain. An aerial photograph taken in 1978 (BKS 2776139/40) shows a semicircular platform defined to the E by a field boundary running NE-SW (dims. N-S 28m; E-W 18m). Not visible at ground level.	512.5m SW	453.5m SW

ZoN: Zone of Notification

All information taken from the Ordnance Survey Ireland website

7 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

The likely effects on the environment of the proposed development in relation to specified criteria described in Section 5 are assessed below with reference to the individual disciplines in the following sections.

7.1 MAGNITUDE AND SPATIAL EXTENT OF IMPACT

This project relates to the improvement of Hillcrest Road in Sandyford, Co. Dublin. This project is small in magnitude and extent. Any potential impacts are considered to be permanent and slight negative on ecological habitats due to the requirement to remove hedgerows or fell trees along the route. Mitigation measures can be included to mitigate the impact e.g. bird boxes etc. Additional surveys during optimum survey periods will inform the impact.

7.2 THE NATURE OF THE IMPACT

7.2.1 POPULATION AND HUMAN HEALTH

It is anticipated that there will be temporary impact due to traffic, noise, dust etc. from the Proposed Development to human health during the construction phase. However, due to the implementation of appropriate mitigation measures which will be outlined in the Contractor's CEMP, these impacts will be not significant and temporary.

During operation, the Proposed Development will provide a new and improved Hillcrest Road, which will serve the local population and to residential areas on the Dún Laoghaire-Rathdown.

7.2.2 WATER

Potential water quality impacts from the proposed improvement of the Hillcrest Road include increased siltation and turbidity to surface runoff as well as pollution from surface runoff and infiltration to groundwater due to accidental spillages of oils or fuels from machinery, concrete/cement, paint, etc. during the construction phase. As the nearest surface water body transects the site near its western end and on the east side of the junction of Hillcrest Road and Hillcrest Downs, the primary risks of impact are associated with surface water infiltration to groundwater and discharge to the local storm sewer network. During the construction phase it is anticipated the implementation of industry best practice pollution prevention measures, and the production and implementations of a CEMP will reduce the potential for a pollution incident in the area and reduce the risk of accidents from polluting substances entering surface water and groundwater. Due to the small scale and short

duration of the proposed construction phase, impacts are predicted to be unlikely and not significant subject to implementation of mitigation measures.

The operations phase is not likely to contribute to additional surface water discharge significantly above existing volumes. Therefore, any impacts due to surface water runoff and groundwater recharge during the operations phase are predicted to be unlikely and not significant.

7.2.3 LAND AND SOILS

There may be some potential impacts to land and soils as a result of excavation during the construction phase; however, these are not anticipated to be significant. The project will be designed to balance cut/fill where possible, thereby minimising the generation of waste soils.

The risk of potential negative effects occurring during the construction phase of the Proposed Development can arise from activities such as weathering and erosion of the surface soils, increased silt levels or pollutants from the construction processes, accidental spills and impacted runoff. However, best practice standards, environmental guidelines, and mitigation measures will be defined in the CEMP and adhered to in order to avoid impacts on soil quality. As a result, no significant negative effects on land and soils are predicted during the construction and operational phases of the Proposed Development.

7.2.4 AIR QUALITY AND CLIMATE

The main air quality impacts will be associated with dust generation during site preparation and construction works including earthworks, construction activities, and the transfer of dust-making materials from the site onto the local road network.

The implementation of appropriate mitigation measures and best management practices in accordance with the CEMP will minimise the generation of dust during the construction phase. Dust is unlikely to result in a significant effect on the environment subject to implementation of mitigation measures.

Climatic impacts are expected to include minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment; however, a significant effect is not considered likely given the scale of the Proposed Development.

During the operational phase, the Proposed Development will have minor of emissions to the air as there will be vehicles travelling on the new road.

7.2.5 NOISE AND VIBRATION

The construction phase of the Proposed Development has the potential to increase noise levels at noise sensitive locations surrounding the Proposed Development site. There is also a potential for ground vibration during the construction phase, mainly due to groundworks associated with the project. Impact from the construction phase will depend on the number and type of equipment employed during the works.

In Ireland, noise limits for construction activities are generally controlled by local authorities who commonly limit working hours to prevent a noise nuisance. Works will be undertaken in accordance with industry best practice, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHO's) 'Community Noise Guidelines' (Berglund et al., 2003), and the site-specific CEMP.

There will be minor significant noise and vibration effects during the construction phase to the nearby residences and commercial areas. However, there will be no significant noise and vibration effects during the operations phase other than traffic-related noise associated with the use of the development. Therefore, the impacts are predicted to be unlikely, temporary, and imperceptible during the construction phase with no impacts during the operational phase.

7.2.6 CULTURAL HERITAGE

Historic maps show the study area is undeveloped land, with the site being used as a road since the 18th and 19th century. Given the distance to the nearest historical sites and archaeological heritage, impacts are predicted to be unlikely, temporary, and imperceptible during the construction phase with no impacts during the operational phase.

7.2.7 BIODIVERSITY

An EclA and AA have been carried out for the Proposed Development (OCSC, 2025) and should be read in conjunction with this report. Both concluded that there will be no direct impacts on designated sites as a result of the project. Localised loss of habitat was of minor adverse significance. Due to the small scale and short duration of the proposed construction works, the nature of the site operations, the distance to the nearby designated site Fitzsimons Woods pNHA, impact to the designated site is predicted to be unlikely and not significant.

A Baseline Tree Survey was comprised by Arboricultural Association (2024). It was undertaken to an on-site inspection of all trees and vegetation that could potentially be impacted by the development works within the site extents. The survey recorded 229 trees within the site extents. And concluded that an in-depth impact assessment will be undertaken when the development plans for the site are known.

A Bat Survey and Bird Survey Reports have also been carried out for the Proposed Development (OCSC, 2024). The Bird Survey concluded that there were 20 species recorded during the combined dusk and dawn surveys. Hillcrest Road has a good coverage of foliage with most gardens containing hedgerows or treelines along the residential boundary. Hedgerows and treelines located south of the roadway are marked for removal to allow for the proposed works. Two areas were identified as having higher levels of bird activity compared to the road as a whole. However, only the area to the west of the site falls within the site boundary and is marked for the removal of trees, hedgerow and vegetation. This area is likely to suffer temporary negative effects due to the proposed works and will result in the loss of breeding sites for birds. Within this area, no confirmation or evidence of nesting was identified during the survey period, however, based on the high activity levels within this wood along with its size, nesting is probable.

The Bat Survey concluded that three species were recorded during the bat surveys: Common pipistrelle, Soprano pipistrelle, and Lesser noctule. A moderate level of bat activity of Common pipistrelle, Soprano pipistrelle, and Lesser noctule was recorded (208 records) on the site. It was deemed that the bat populations recorded within the survey area are of Local Importance. In the absence of mitigation, the proposed development will likely have a low Negative Impact on local bat populations. A number of mitigation measures have been recommended and should be implemented during the construction work. See Bat Survey Report for further details on the mitigation measures.

The EclA has been conducted for the project and includes recommended mitigation measures. At least one month in advance of construction, and within the appropriate season, the following surveys must be carried out:

- Emergence and re-entry surveys (specifically dawn and dusk bat surveys) of the trees along stream with suitability for roosting bats and the trees and hedgerows proposed for felling or removal, if more than 12 months have elapsed since the standalone Bat Survey Report undertaken by OCSC.
- Bird Surveys, if more than 12 months have elapsed since the standalone Bird Survey Report undertaken by OCSC.
- Pre-commencement survey for invasive species, if more than 12 months have elapsed since the survey undertaken for this report.

The main construction phase mitigation measures for this site include:

- When working near the stream, establish a buffer (at least 1 metre) and silt traps to capture runoff from construction activities before it reaches the stream.
- Minimise construction activities near the stream during sensitive periods like heavy rainfall.
- Schedule construction activities to avoid wet or rainy conditions when runoff is more likely.
- Use environmentally friendly and non-toxic materials whenever possible.
- Store and dispose of construction materials, chemicals, and waste in a manner that prevents leakage into the stream.
- Properly manage construction waste and debris by sorting and recycling materials where possible. Dispose of hazardous materials in accordance with environmental regulations.

- Develop a detailed spill response plan that outlines procedures for containment and clean-up of chemical spills and other emergencies.
- Ensure that spill containment measures are in place, including spill kits and absorbent materials, to respond quickly to any accidental release of pollutants, fuels, or chemicals.

Further information on the mitigation measures can be found in the EIA report.

7.2.8 LANDSCAPE

The Proposed Development as shown on Maps 5 and 6 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 falls within an area with a 6 Year Road Objectives/Traffic Management/Active Travel Upgrades. Areas within this objective, including the study area, have no zoning while the surrounding environs are identified as 'Land Use Zoning Objective A' within the Landscape Category Map as contained within the Dún Laoghaire-Rathdown County Development Plan 2022-2028. The objective of this land zoning is 'To provide residential development and improve residential amenity while protecting the existing residential amenities.' and 'To protect, provide for and-or improve mixed-use neighbourhood centre facilities.' The Proposed Development is unlikely to adversely alter the established landscape character of this area.

Permanent, localised landscape and visual effects will arise as a result of construction phase, which will involve upgrades to the existing road to include footpaths, traffic islands, lights, and associated signage. Following completion of construction works, changes to the local environment will be clearly recognisable. However, due to the overall extent and scale of the Proposed Development and the urbanising nature of the surrounding area, the development will not significantly alter the existing landscape character.

7.2.9 MATERIAL ASSETS

Waste

As the Proposed Development is largely at grade, there will be no requirement for any significant cut or fill. As outlined in Section 5.5, it is not envisaged that there will be a need to remove large quantities of excavated material from within the Proposed Development site boundary. Other wastes generated during the construction phase will be consistent with similar projects. Industry best practice pollution prevention measures will be implemented during construction along with the project Construction and Demolition Waste Management Plan (CDWMP). Any waste produced as part of the project will be dealt with in a sustainable manner and in accordance with Waste Regulations.

There will be no generation of the waste following the completion of the works.

Traffic and Transport

The project involves the improvement of the Hillcrest Road. The surrounding roads include the Enniskerry road Kilgobbin road and Leopardstown Road, which will have an increase of traffic during the construction phase.

The Proposed Development Hillcrest Road will improve the local road network and can satisfactorily accommodate the increase in traffic associated with both the construction and operational phases of the development.

7.3 THE TRANSBOUNDARY NATURE OF THE IMPACT

Due to the scale and nature of the works and the site location, transboundary impacts are extremely unlikely.

7.4 THE INTENSITY AND COMPLEXITY OF THE IMPACT

The project involves a relatively small work area which will be limited to that required to upgrade the roadway. Any potential impacts are considered to be permanent and slight negative on ecological habitats due to the requirement to remove hedgerows or fell trees along the route.

7.5 THE PROBABILITY OF THE IMPACT

The probability of impacts is low based on the following considerations:

- A project-specific CEMP will be prepared and implemented by the appointed contractor.
- The receiving environment is not considered particularly sensitive.

7.6 EXPECTED ONSET, DURATION, FREQUENCY AND REVERSIBILITY OF THE IMPACT

Predicted local impacts, including those from noise, dust, and traffic, will occur concurrently with the construction phase (18 months), primarily during working hours, and are unlikely during the operations phase. Subject to implementation of mitigation measures, impacts will be temporary and transient in nature during the construction phase and will be reversible over time.

It is anticipated that the positive impact from the Proposed Development to the local population during the operational phase would be long term and permanent.

7.7 THE POSSIBILITY OF EFFECTIVELY REDUCING THE IMPACT

The small area affected has been limited to address the infrastructure deficiencies along Hillcrest Road, including improvement for vulnerable road users with the provision of adequate footpaths and cycle lanes along Hillcrest Road and improvement for residents, enabling pedestrian and cycling linkages to commercial premises and connection. A CEMP will be prepared by the appointed contractor, taking into account all site works and detailing all required mitigation measures. The potential exists, particularly at the construction stage,

for a small amount of nuisance associated with localised traffic disruption and construction noise and dust. However, construction impacts related to this project are likely to be temporary and not significant.

7.8 INTERACTION BETWEEN AREAS OF POTENTIAL IMPACT

There are no factors which are anticipated to be significantly affected by the proposed development. In addition, no significant interactions between these factors are predicted to result from the proposed development.

8 CONCLUSION

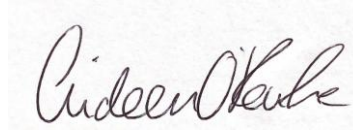
This EIA screening process has considered potential effects which may arise during the construction and operation phases as a result of the implementation of the project. Based on the duration, nature, and scale of the proposed improvement of the Hillcrest Road, it is considered that the overall impact on the receiving environment will be unlikely, temporary, and not significant subject to implementation of all mitigation measures detailed in the site-specific CEMP. In addition, an AA Screening Report and an Ecological Impact Assessment Report prepared by OCSC concluded that the proposed project is not likely to give rise to adverse effects on the ecology of the site and any designated European sites, alone or in combination with other plans or projects. The EclA report includes specific mitigation measures for the construction and operational phase of the Proposed Development. See the EclA report for further information. Based on the assessment, the Proposed Development is unlikely to have any significant impacts on the environment, either by itself or in combination with other projects.

Based on this assessment, the preparation of an EIA is not recommended for the Proposed Development. However, the final determination with regard to the need for an EIA will be undertaken by the competent authority.

Please refer to the completed Screening Checklist identified in the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) and included in Appendix A.

9 VERIFICATION

This report was compiled by Aideen O'Rourke, BSc, Environmental Consultant; reviewed by Glenda Barry, BSc, MSc, PGeo, EurGeol, Associate Consultant; and approved by Eleanor Burke, BSc, MSc, DAS, MEnvSc, CSci, OCSC Director (Environmental).



Aideen O'Rourke, BSc
Environmental Consultant
O'Connor Sutton Cronin & Associates



Appendix A **Screening Checklist**

EIA Screening Checklist

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – the Proposed Development will result in land use change as well as the demolition of existing walls and footpaths within the site.	No – Potential effects are considered to be not significant and temporary.
2. Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	Yes –building materials used during the construction phase will require natural resources. It is also assumed a water and energy supply will be required during the construction phase.	No – all imported materials will be sourced from licensed suppliers, so the impact is not likely to be significant.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment, or raise concerns about actual or perceived risks to human health?	Yes – During construction only.	No – A Health and Safety Plan will be in place and all site staff will be briefed on the Health and Safety Plan prior to commencing works.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes – During construction phase.	No – Waste management shall form part of the overall CEMP for the construction phase. The CEMP will contain control measures for the management of waste generated on the Proposed Development site.
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 - the construction phase will produce limited air pollutants.	N/A
6. Will the Project cause noise and vibration or the releasing of light, heat energy, or electromagnetic radiation?	Yes – During construction and operational phases.	No – with appropriate mitigation measures in place during the construction phase. No significant construction or operational phase effects are anticipated.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or	Yes – During construction only.	No – with appropriate mitigation measures in place, no significant effects are anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
into surface waters, groundwater, coastal waters, or the sea?		
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes – During construction only.	No- Health and Safety Plan will be in place during the construction phase and communicated to all site staff through site inductions and toolbox talks.
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes – it is anticipated that the Proposed Development will generate an improved road network in the area.	No – Significant effects are not anticipated.
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes – there will be temporary and transient impacts from noise, traffic and dust associated with construction of the Proposed Development in combination with the surrounding developments.	No – Potential effects are considered to be not significant and temporary.
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?	No - the Proposed Development is located within an urban area.	No – Significant effects are not anticipated.
12. 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, the coastal zone, mountains, forests, or woodlands, that could be affected by the Project?	Yes – although the Proposed Development is located within an urbanising area, the Fitzsimon's Wood pNHA is located 170m from the site, and some trees within the site area will require removal. Refer to the Tree Survey Report.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
13. Are there any areas on or around the location that 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?	Yes – An Ecological survey took place within the site location and identified specific fauna and flora species. See EclA for further information on the identified species.	No – Loss of habitat will have a minor adverse significance. Negative effects of minor negative significance were also predicted on some species groups. However, with the application of mitigation measures the significance of these impacts will be reduced.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
		Positive effects such as removal of invasive species are also predicted. See AA Screening and EclA for further information.
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?	No – the Proposed Development is at a safe distance from any described area that could be affected.	No – Significant effects are not anticipated.
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 – the Proposed Development is located within an urbanising area.	No – Significant effects are not anticipated.
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?	No - the Proposed Development will include upgrading the existing footpaths in the area and will, therefore, improve connectivity in the area	No – Significant effects are not anticipated.
17. Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	Yes - the Proposed Development plans to change the Hillcrest Road to improve the transport congestion in the area.	No – Significant effects are not anticipated. A traffic management plan will be put in place during the construction phase.
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes – It is anticipated that potential localised significant visual effects may result from the clearing of existing road, vegetation and stone walls along the road.	No - residual visual effects are generally considered to be not significant during the operational phase. The existing landscape character will remain largely unaltered, and the Proposed Development will fit into the existing setting resulting in no change to the landscape character.
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	No	No – Significant effects are not anticipated.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No – the Proposed Development is in previously developed land.	No – Significant effects are not anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
21. Are there existing land uses within 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, that could be affected by the Project?	Yes – the Proposed Development will result in the loss of the existing road and small areas of private gardens.	No – Significant effects are not anticipated.
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	Yes - improved road network will contribute to accessibility for proposed residential development in the area. The Proposed Development will also contribute to the Neighbourhood zoning objectives mentioned in Section 7.2.8.	No – Significant effects are not anticipated.
23. Are there areas within or around the location, which are densely populated or built-up, that could be affected by the Project?	Yes – The Proposed Development is located in an urbanising setting in the Dún Laoghaire-Rathdown area.	No – During the construction phase, it is anticipated that there may be potential noise, vibration and traffic impacts; however, effects will be temporary and of short duration and therefore are not likely to cause significant effects to sensitive receptors in the area. During the operation, it is anticipated that the Proposed Development will likely results in a positive and long-term effect to communities in the area.
24. Are there any areas within or around the location which are occupied by sensitive land uses, e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	No - the Proposed Development is not located near any occupied sensitive land uses.	No – Significant effects are not anticipated.
25. 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 Project?	No – the Proposed Development is located within an urbanising area.	No – Significant effects are not anticipated.
26. Are there any areas within or around the location which are already subject to	No – no areas, including waterbodies located close to	N/A

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	the Proposed Development site and existing air quality conditions, have exceeded existing legal environmental standards.	
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?	No	N/A
Summary of features of Project and of its location indicating the need for EIA: See Section 2.3.		

EU (2017), *Preparation of guidance documents for the implementation of EIA Directive*

Appendix B **Site Drawings**

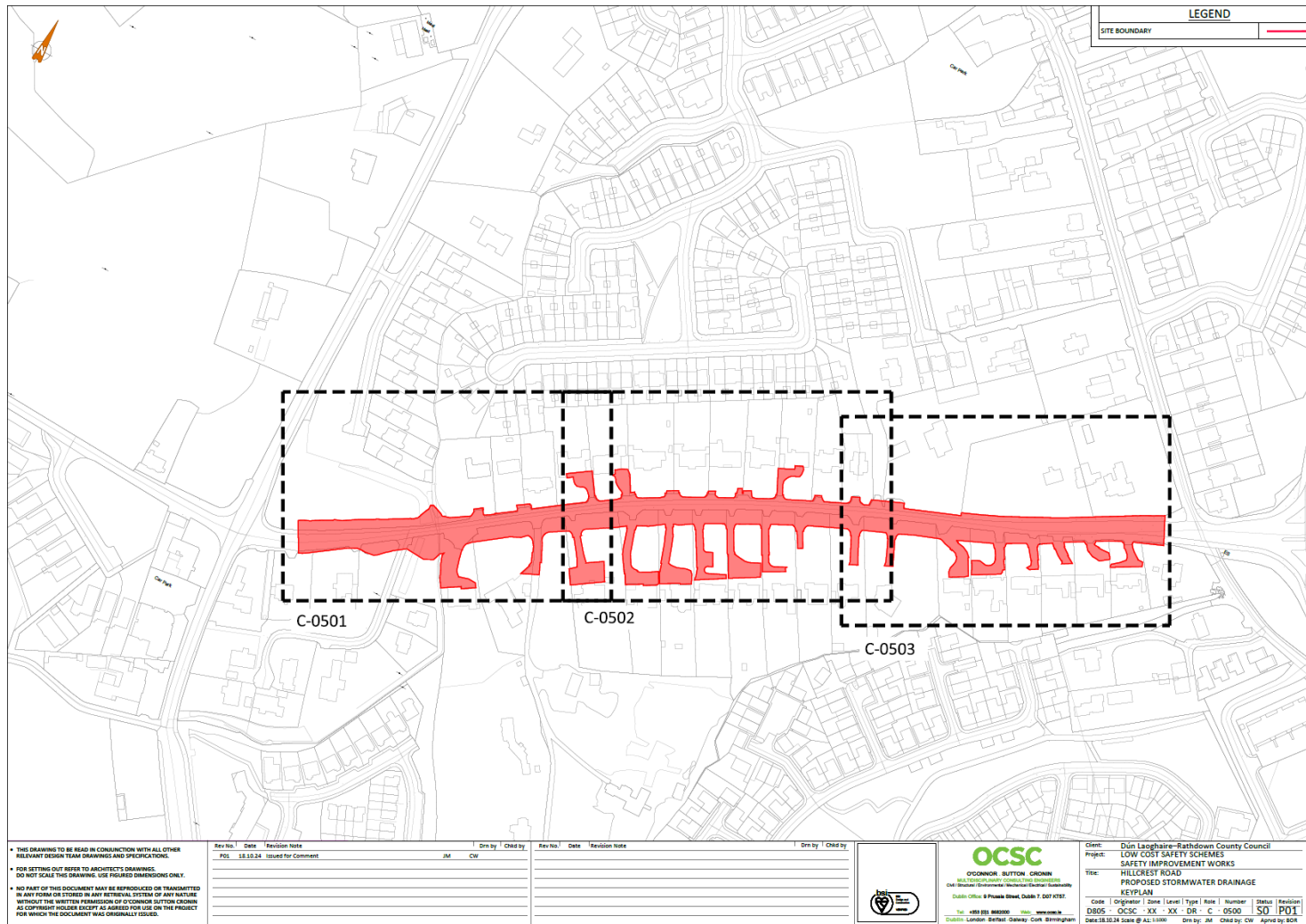


Image No.01 – Hillcrest Road Proposed Stormwater Drainage Key plan

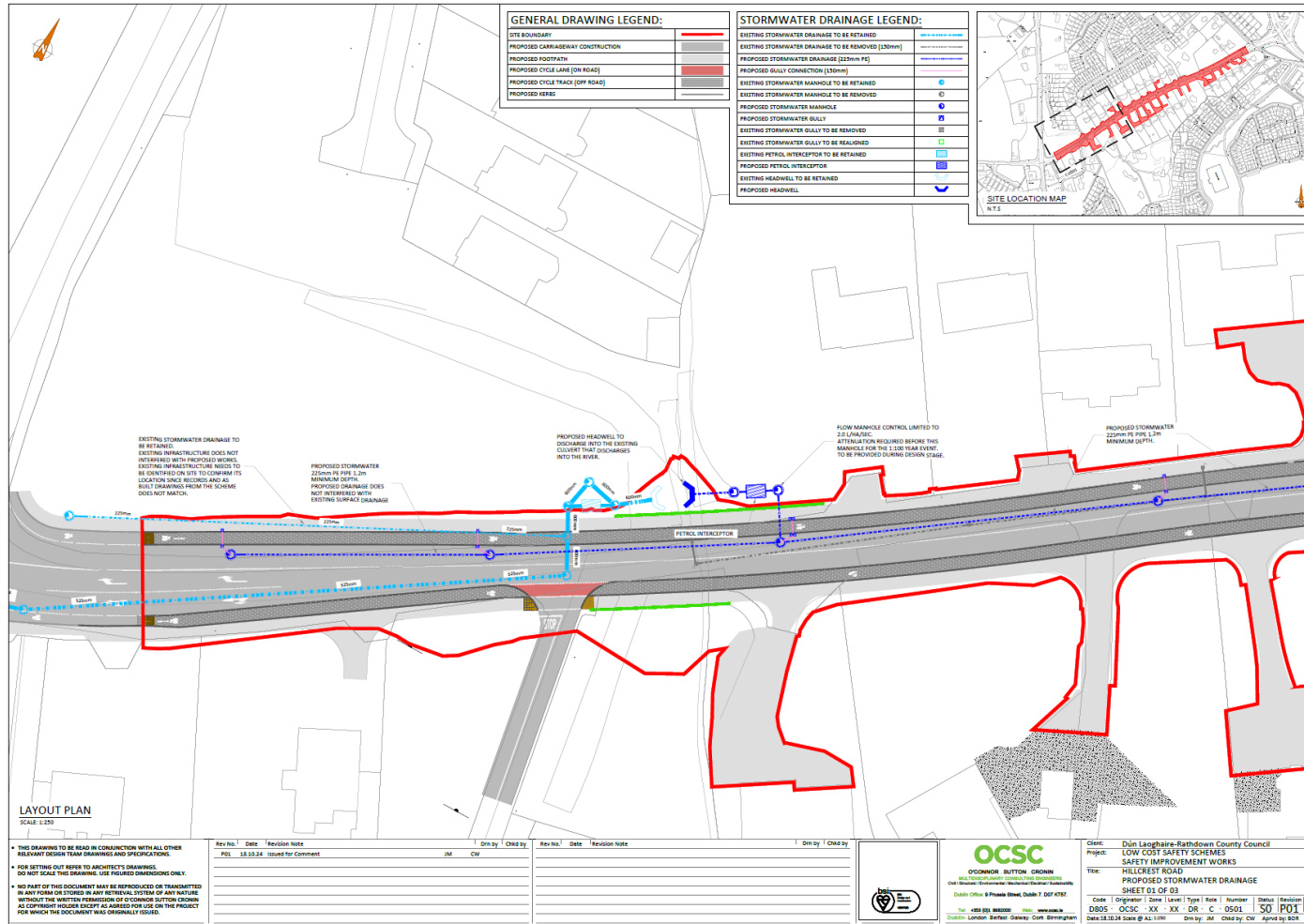


Image No.02 – Hillcrest Road Proposed Stormwater Drainage Section C-0501



Image No.03 – Hillcrest Road Proposed Stormwater Drainage Section C-0502

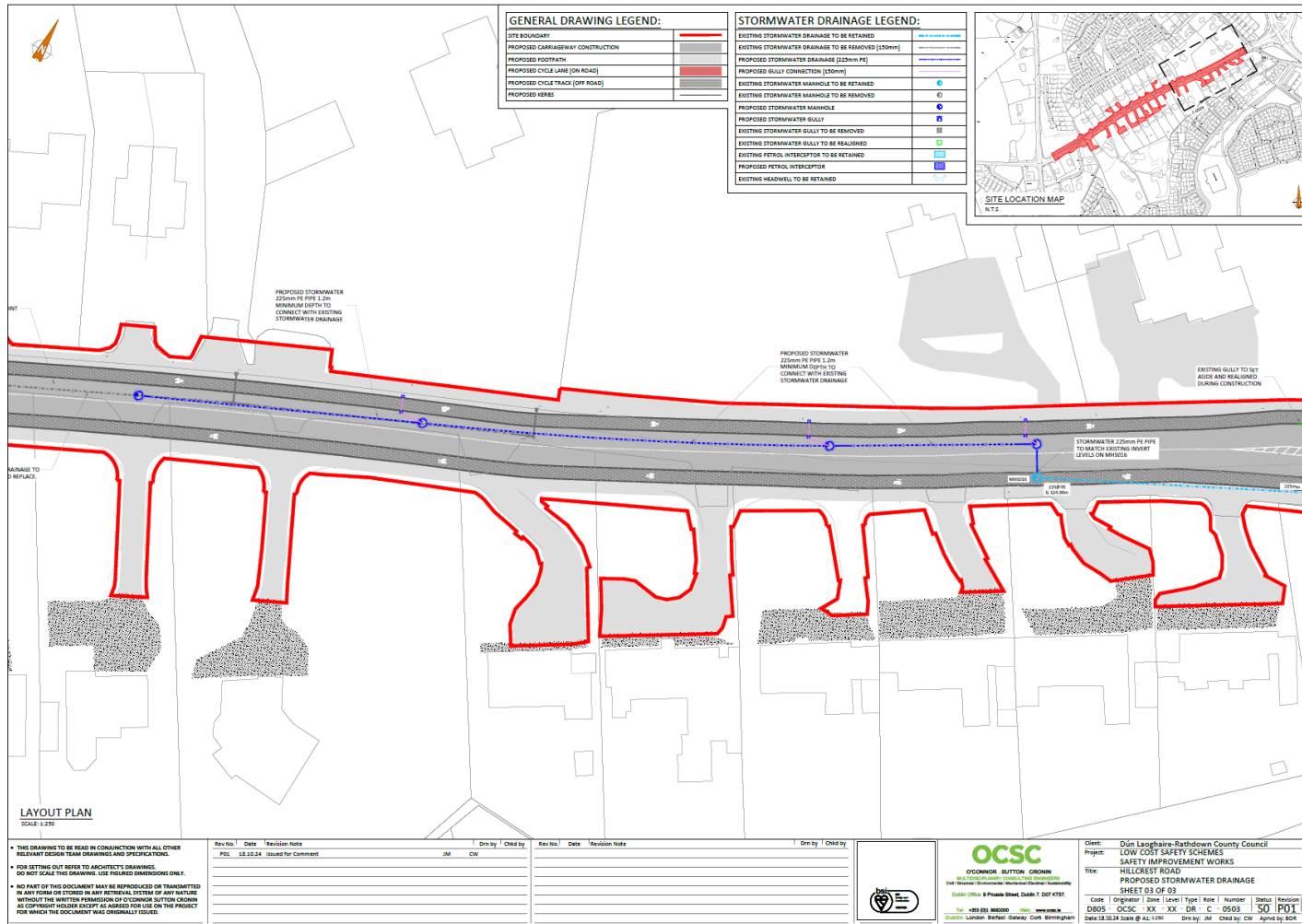


Image No.04 – Hillcrest Road Proposed Stormwater Drainage Section C-0503

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