

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

Project Title:	Hillcrest Road Improvement Scheme
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Description of the Proposed Development:

Dún Laoghaire-Rathdown County Council, is proposing to develop Hillcrest Road Improvement Scheme.

The Hillcrest Road Improvement Scheme (HRIS) seeks to provide adequate service for vulnerable road users and drivers as well as integrating with the upgraded infrastructure on the signalised Lambs Cross to the east and signalised Kilgobbin Road Junction to the west (approximately 660m of road). This requires addressing the infrastructure deficiencies along Hillcrest Road. The route will continue to be operated and maintained as a public transport route in an urban area.

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
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- 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

Legislative Context:

This determination has considered the relevant legislative context as set out in Section 3&4 of the EIA Screening Report entitled 'EIAR SCREENING ASSESSMENT 15th April 2025' including, but not limited to:

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

EIA Screening Report:

The Capital Projects Office, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) has commissioned the preparation of the Environmental Impact Assessment Screening Report (EIASR) to determine whether the proposed development may have potential to give rise to significant environmental effects and whether an EIA is required for the Proposed Development. The EIASR has been prepared by O'Connor Sutton

Cronin & Associates Ltd. (OCSC)

The EIASR details the characteristics of the Proposed Development and its likely significant effects (if any) on the environment.

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

The proposed development does not fall within any of the classes of projects identified in Annex I of the EIA Directive and listed in Part 1 of Schedule 5 of the 2001 Regulations which require a mandatory EIA.

Furthermore, the proposed development do not meet or exceed the thresholds set out in Part 2 of Schedule 5 of the 2001 Regulations for any classes of projects identified in Annex II of the Directive (as transposed in Part 2 of the Regulations). Therefore, the proposed development does not trigger the need for a mandatory EIA.

The proposed development is a type set out in Part 2 Class 10 (b)(iv) of Schedule 5 but does not exceed the relevant quantity, area or other limit specified in that Part. Therefore, it is a subthreshold urban development and has been screened for EIA.

The proposed development does not meet the criteria or exceed thresholds outlined in Section 50(1) of the Roads Act 1993, as amended, or Article 8 of the Roads Regulations 1994. The prescribed classes of roads developments and thresholds that trigger a mandatory EIA are also contained in Section 2 and Section 50 of the Roads Act 1993, as amended, 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 also been screened for EIA on that basis.

The EIASR concludes: "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.

The report further concludes: "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."

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

- The location of the development, characteristics of the development, description and scale of the proposed works, type and characteristics of the potential impacts.
- Based on review against the Schedule 7 criteria, the environmental impacts of the proposed project can be generally anticipated to be insignificant to slight during both the temporary construction phase and during the permanent operational phase. These effects are not likely to be significant within the meaning of the Directive.
- There are nine SACs within 15km of the site. There is no spatial overlap or hydrological link between the site and any of the SACs. There are four SPAs within 15km of the site: There is no spatial overlap or hydrological link between the site and any of the SPAs.
- Due to the distance to the nearest SACs and SPAs and the lack of hydrological connectivity between the site and European and nationally designated sites within the ZOI, in-combination effects of the proposed site works with other nearby existing and proposed developments are predicted to be unlikely, neutral, not significant, and localised.

- Construction phase impacts can be anticipated to be insignificant to slight and temporary to short-term.
- Overall operational effects will be permanent and imperceptible to insignificant.
- On the basis of its nature and scale, when considered together with effects arising from other existing and/or permitted development, also taking account of known proposed developments and adopted plans, the subject proposal has negligible potential to cause or contribute to significant cumulative effects within the meaning of the Directive.
- The EIARSR has followed the relevant legislation and has had regard to guidance.

Determination:

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

Requirements for Mitigation:

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

- Implement the mitigation measures set out in the EcIA (OCSC 2025).
- Construction effects will be managed so to be within appropriate standards by adherence to standard protocols and the CEMP.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the proposed Hillcrest Road Improvement Scheme and that an EIA is therefore not required and an EIAR is not required to be prepared.

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

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

The proposed Hillcrest Road Improvement Scheme is being promoted by the Capital Projects Office, Infrastructure and Climate Change Department. This screening determination has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.

Signature:

C. N. N.
Name

Senior Planner, Planning Department

Position / Department

Signatory (Approved Officer):

P. K.
Name

Director of Service Planning Department

Position / Department

Delegation No. 2617

Date:

23/04/2025