



Client:

Dún Laoghaire-Rathdown County Council

Project:

Living Streets: Blackrock

Report:

EIA Screening Report



# Document Control Sheet

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## SECTION 1: INTRODUCTION

Barry Transportation (BT) has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) for the Living Streets – Blackrock. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive<sup>1</sup>. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the proposed Living Streets – Blackrock be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the scheme. This document also sets out the information necessary to undertake the EIA screening assessment in respect of the proposed scheme and to make an EIA Screening determination.

The document sets out the methodology employed to complete the screening exercise and sufficient information to enable the relevant authority, DLRCC, to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

Further information on the location, a general overview of the proposed development and the purpose of the report is provided in the Section 2.1.

## SECTION 2: DESCRIPTION OF PROPOSED SCHEME

### 2.1 Site Context

During 2020 and 2021, DLRCC introduced a temporary public realm and improvement works across the county including in Blackrock, response to the Covid-19 pandemic. DLRCC, in conjunction with the NTA, are currently working on reviewing these interventions with a view to developing for these public realm improvement works. This project aims to develop, enhance, and maximise the use of public space. This scheme will be able to provide high quality facilities for pedestrians, cyclists, public transport, general traffic and those with mobility issues or vision impairment. Barry Transportation (BT) were appointed by DLRCC to develop permanent designs for a number of these interventions.

This report focuses on one of these areas in Blackrock District Centre, the location of the proposed scheme and extents of this scheme are shown in Figure 2. 1and Figure 2. 2 respectively below.



**Figure 2. 1: Location of the proposed scheme**



**Figure 2. 2: Scheme Extents (Base map Source: Open Street Map)**

The following roads are included in the Blackrock District Centre section of the scheme:

### **Rock Hill and Main Street**

At present Rock Hill and Main Street consists of a one-way street allowing traffic to travel in a southerly direction, linking Rock Road to Blackrock District. The current layout has a footpath on either side of the road, a single traffic lane, a contra flow cycle lane and intermittent parking on both sides of the road. The space between the southern footpath and the cycle path is used by restaurants and cafes as outdoor seating areas. This arrangement has been installed using temporary materials such as rubber bolt down kerbs, in places there is a level difference between the old footpath level and the new pedestrian/outdoor dining areas.

### **Georges Avenue**

At present Georges Street consists of a one-way street allowing traffic to travel in a southerly direction, linking Blackrock District to Frascati Road. The current layout has a footpath on either side of the road, a single traffic lane and a contra flow cycle path. There is some on-street parking including a disabled space and two loading bays on the southern side of the road. A section of the northern footpath has been extended area in front of a restaurant as an outdoor dining area.

### **Main Street**

At present Main Street consists of a one-way street allowing traffic to travel in a northerly direction, linking Newtown Avenue to Main Street. The current layout has a footpath on either side of the road, a single traffic lane and on-street

parking on both sides of the road. In addition to parking bays there is a loading bay, taxi rank and two disabled parking spaces. There are several trees on the northern side, and the southern footpath has been extended outside a restaurant creating outdoor seating.

### **Carysfort Avenue**

At present Carysfort Avenue consists of a two-way street linking Blackrock District to Frascati Road. The current layout has a footpath on either side of the road, two traffic lanes and parking on the southern and northern side of the road. In addition to parking bays there is a loading bay and one disabled parking space. There are two bus stops on the southern footpath, and one to the north.

### **Temple Road**

At present Temple Road consists of a two-way street linking Blackrock District to Frascati Road. The current layout has a footpath on either side of the road, two traffic lanes and parking on both sides of the road. In addition to parking bays there are loading bays and disabled parking spaces. There is a bus stop on either side of the road outside the public car park.



## 2.2 Policy Context

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

**Table 2. 1: Overview of the policy context**

Policy Level	Policy
European	<ul style="list-style-type: none"> <li>• European Green Deal</li> <li>• RISM Directive</li> </ul>
National	<ul style="list-style-type: none"> <li>• Project Ireland: National Development Plan 2021-2030</li> <li>• Project Ireland: National Planning Framework 2040</li> <li>• Climate Action Plan 2023</li> <li>• National Investment Framework for Transport in Ireland (NIFTI)</li> <li>• Road Safety Authority (RSA), Road Safety Strategy 2021-2030</li> <li>• National Cycle Policy Framework (NCPF)</li> <li>• Smarter Travel: A Sustainable Transport Future 2009-2020</li> <li>• National Sustainable Mobility Policy</li> <li>• NTA Statement of Strategy 2018-2022</li> </ul>
Regional	<ul style="list-style-type: none"> <li>• Greater Dublin Area (GDA) Cycle Network Plan 2013</li> <li>• Greater Dublin Area (GDA) Transport Strategy 2022-2042</li> <li>• GDA Cycle Network Plan 2021</li> <li>• Regional Spatial and Economic Strategy 2019-2031 (RSES)</li> </ul>
Local	<ul style="list-style-type: none"> <li>• Dún Laoghaire-Rathdown County Council Development Plan 2022-2028</li> <li>• Blackrock Local Area Plan 2015-2025</li> <li>• Dún Laoghaire-Rathdown Cycling Policy</li> <li>• Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024</li> </ul>

A Summary of the applicable policy in relation to the proposed scheme is detailed below in Table 2. 1 with further detail provided in Section 4 of the Planning report: Part 8 report of Living Streets: Blackrock.

## 2.3 Overview of the proposed scheme

Living Streets Blackrock is a public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Blackrock District Centre. The proposed scheme will upgrade the urban realm in Blackrock Village with new hard and soft landscaping, planting, and street furniture it will also enhance the pedestrian and cycle infrastructure in the village. The scheme will include works to the following roads (Refer to Figure 2. 2):

- Rock Hill and Main Street
- Georges Avenue
- Main Street
- Carysfort Avenue

- Temple Road

Building on the temporary public realm, traffic management and bicycle infrastructure improvement measures implemented during the COVID restrictions of summer 2020 on Blackrock Main Street and Rock Hill, the project seeks to improve upon the temporary measures and materials installed in 2020 by providing a series of permanent public realm, roadway, pedestrian path, and cycle path design upgrade works using high quality and durable materials. The scheme is informed by consultation with local representative business and resident groups and independent evaluation of the temporary measures by TU Dublin. It is also consistent with the Blackrock Local Area Plan developed in 2015, which itself was informed by extensive public consultation.

The existing Main Street public realm measures, introduced in the summer of 2020, include a one-way traffic system, contraflow cycle lane, wider pavements, seating, and planters. DLRCC has engaged with businesses and community groups within the village to create a scheme that best reflects their needs and aspirations, particularly exploring details concerning the design and location of public realm landscaping, street furniture, loading bays, bicycle parking racks, car parking spaces and traffic flow.

The scheme will replace existing finishes with high quality permanent materials to create a consistent look and feel to the village. This landscape upgrade will provide better seating, footpaths, and planting. The scheme will make it easier and safer to walk and cycle to and within the village with extended pedestrian and cycling infrastructure and enhanced connectivity between Blackrock Main Street, the seafront, and its surrounding areas.

The scheme will provide high quality surfaces free of trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 70 new trees will be included in the works along with areas of low-level planting. Rain gardens will be introduced along Main St, these areas of vegetation will catch and store rainwater. New permanent seating areas will be included along the street, as well as the creation of an enclosed parklet at the area outside Bank of Ireland. The public lighting system will also be modified as part of the scheme.

A new contraflow cycle lane will be provided linking Blackrock Main Street to Main Street East (passing alongside the library), this will require the removal of on-street parking spaces along this section of road, although additional parking spaces have been provided nearby on Temple Road. The scheme will facilitate the relocation of the bus terminus away from the Seafront in accordance with objectives from the Blackrock Local Area Plan, the new terminus will be located on Rock Hill.

A detailed description of the proposed scheme is provided in Section 5.1 of this report. Full details of the proposed scheme can be seen in the layout drawings which is included as an Appendix 2: Blackrock Design.

## SECTION 3: LEGISLATIVE CONTEXT

### 3.1 Introduction

Environmental Impact Assessment (EIA) is the process for anticipating the effects (both positive and negative) from a proposed development or project on various environmental receptors. If the anticipated effects are unacceptable, design measures or other relevant mitigation measures can be taken to reduce or avoid those effects. The Environmental Impact Assessment Report is the output which records the details of this assessment.

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

### 3.2 EIA Directive

EIA requirements derive from EU Directive 2014/52/EU. Known as the EIA Directive, it amends the previous directive (2011/92/EU) on the assessment of the effects of certain public and private projects on the environment. It is defined under Article 1(2)(g) as follows:

*“Environmental impact assessment means a process consisting of:*

- i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);*
- ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;*
- iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;*
- iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*
- v) the integration of the competent authority’s reasoned conclusion into any of the decisions referred to in Article 8a.”*

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis.

For road schemes in Ireland, the list of projects is set out in Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Section **Error! Reference source not found.** and **Error! Reference source not found.** Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex

III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the proposed works.

### 3.3 National Legislative Framework for EIA

The EIA Directive has been transposed into Irish legislation by the Planning and Development Act 2000 (as amended) (hereafter referred to as 'the Act') and Planning and Development Regulations 2001 (as amended) (hereafter referred to as 'the Regulations'). Section 172(1) of the Act sets out the statutory basis for the requirements for Environmental Impact Assessment. It provides as follows:

*"An environmental impact assessment shall be carried out by the 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 equal or exceed, as the case may be, 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 equal or exceed, as the case may be, 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 equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and*

*(ii) it is concluded, determined or decided, as the case may be, —*

- (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
- (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*
- (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,*
- (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,*
- (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or*
- (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,*

*that the proposed development is likely to have a significant effect on the environment."*

The EIA Directive is transposed into Irish Legislation, in context of road schemes, through the European Union (Planning and Development) (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations (S.I. 279 of 2019). Projects for which an EIA is mandatory under Annex I of the Directive have been listed under Part 1 of Schedule 5 to the Planning and Development Regulations. Similarly, Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, as per Annex II of the Directive.

Projects requiring Environmental Impact Assessment are transposed from the EIA Directive into Irish Legislation through Section 172 of the Act. An initial determination is to be undertaken to examine whether the proposal is a project as understood by this transposition of the directive. If a proposed project is not of a type covered, there is no statutory requirement for it to be subject to Environmental Impact Assessment. In determining if the proposed project is of a 'type' it is also necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

Furthermore, the current requirements for EIA are set out in Part IV of the Roads Act, 1993 (as amended), and Part V of the Roads Regulations, 1994 - 2019 (S.I. No. 119 of 1994). In particular, Section 50 and 51 of the Act (as amended) deal with EIA. These sections have been amended through the European Communities (EIA) Regulations, the Planning and Development Acts, and the Roads Act. Consequently, the project should be screened to determine whether the project falls within the scope of or exceeds the thresholds set out in the legislation.

### 3.4 Mandatory EIA

For road schemes, the legislative process of ascertaining whether a project or development requires an EIA is determined by reference to mandatory and discretionary provisions set out in the Roads Act 1993; Roads Regulations 1994; EIA (Amendment) Regulations 1999; Planning and Development Act 2000 (as amended); Planning and Development Regulations 2001 (as amended); Planning and Development (Strategic Infrastructure) Act 2006; Roads Act 1993 (as amended); and European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

The following table summarises the legislative context where an Environmental Impact Assessment is mandatory for a road scheme.

**Table 3. 1: Summary of Legislative Requirements for EIA Screening**

Road Projects where an EIA is Mandatory	Regulatory Reference
(1) Construction of a motorway.	S. 50(1)(a)(i) of the Roads Act, 1993 (as amended)
(2) Construction of a busway.	S. 50(1)(a)(ii) of the Roads Act, 1993 (as amended)
(3) Construction of a service area.	S. 50(1)(a)(iii) of the Roads Act, 1993 (as amended)

<p>(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:</p>	<p>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>Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)</p>
	<p>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 (Part V Environmental Impact Assessment)</p>
<p>(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.</p>		
<p>(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.</p>		
<p>7) Where a proposed development (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —</p>	<p>(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)</p>	<p>S. 50(1)(d) of the Roads Act, 1993 (as amended) as amended by the European Union (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), reg. 56(7)(a) and reg. 56(7)(b)</p>
	<p>(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)</p>	
	<p>(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)</p>	
	<p>(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.</p>	
<p>If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).</p>		

The proposed development is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in Table 3. 1 above, and it does not meet any of the criteria listed under Part 1 or 2 of Schedule 5 of the Regulations. These regulations have been amended to set out the updated criteria in accordance with the requirements of the EIA Directive.

The proposed scheme is a sub-threshold development since it falls below the relevant thresholds for mandatory EIA. It should be noted that the overriding consideration in determining whether a project should be subject to EIA is the likelihood of significant environmental effects.

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. As a result of this, under the precautionary principle the proposed project is subject to screening herein. Section 50(1)(c) of the Roads Act and Schedule 7 of the Regulations sets out the screening criteria for determining whether development listed on Part 2 of Schedule 5 should be subject to an EIA.

### 3.5 EIA Screening Criteria for Sub-Threshold Development

Section 120 of the Planning & Development Regulations (as amended) sets out the obligation of the Local Authority to determine the requirements for a subthreshold development EIAR. This report also satisfies the requirements of Section 120 of the Regulations with regard to the requirements for the provision of the information as specified in Schedule 7A for the purposes of a screening determination.

Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended, sets out the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment. This comprises:

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 particular 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 at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.”*

The information required by the Schedule 7A has been set out above, as well as the assessment of the criteria for Schedule 7 below.

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

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

The assessment of the criteria set out in Schedule 7 provides the description and assessment of any likely significant effects from the proposed development. The Schedule 7 criteria are grouped under three headings as follows:

- 1) Characteristics of the Proposed Development
- 2) Location of Proposed Development
- 3) Characteristics of Potential Impacts

Each of the above groupings includes a number of criteria for consideration. The assessment of the likelihood of significant environmental effects is based on the overall consideration of all criteria and requires clear and rational judgment. The DoEHLG Guidance Document 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development' states that: 'those responsible for making the decision must exercise their best professional judgment, taking account of considerations such as the nature and size of the proposed development, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision.' The Schedule 7 criteria to be reviewed are discussed in more detail, with reference to the proposed development, in the following subsections. The screening questions are based on the criteria listed under each grouped heading in Schedule 7.

Annex III includes:

### **"1. Characteristics of projects**

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

- (a) the size and design of the whole project;*
- (b) cumulation with other existing and/or approved projects;*
- (c) the use of natural resources, in particular land, soil, water and biodiversity;*
- (d) the production of waste;*
- (e) pollution and nuisances;*
- (f) the risk of major accidents and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;*
- (g) the risks to human health (for example due to water contamination or air pollution).*

### **2. Location of Projects**

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

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



*(v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;*

*(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;*

*(vii) densely populated areas;*

*(viii) landscapes and sites of historical, cultural or archaeological significance.*

### **3. Type and characteristics of the potential impact**

*The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:*

*(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);*

*(b) the nature of the impact;*

*(c) the transboundary nature of the impact;*

*(d) the intensity and complexity of the impact;*

*(e) the probability of the impact;*

*(f) the expected onset, duration, frequency and reversibility of the impact;*

*(g) the cumulation of the impact with the impact of other existing and/or approved projects;*

*(h) the possibility of effectively reducing the impact.”*

## **3.6 Guidance**

Certain projects, listed in Annex I to the EIA Directive require mandatory EIA, due to those projects always having the potential for significant environmental effects. Other projects which fall below the relevant thresholds for mandatory EIA (i.e., “sub-threshold development”) may require EIA if it is considered that the development is likely to have a significant effect on the environment. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly, sensitive environments. This report documents the methodology employed to prepare this EIA Screening Report, having regard to and applying the relevant legislation and guidance documents, including:

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);

- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended); and
- Roads Act 1993 (as amended).

### 3.6.1 OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

The Office of the Planning Regulator (OPR) published document 'Practice Note PN02 Environmental Impact Assessment Screening' in 2021. The Practice Note advocates a step-by-step approach to EIA screening, as outlined below:

#### Step 1. Understanding the Proposal

##### A. Is the proposal a 'project' within the meaning of the EIA Directive?

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

**B. Is the project a 'sub-threshold development'?** i.e. If the project is not of a class of development in Schedule 5, Parts 1 and 2, it is not 'subthreshold development', no EIA or EIA screening is required.

ii. If the proposed project is of a class set out in Schedule 5, Part 1 or Part 2 and does meet or exceed the relevant threshold, or where no threshold applies, a mandatory EIAR is required.

iii. If the proposed project is of a class set out in Schedule 5, Part 2 but does not meet or exceed the relevant threshold, it is a 'sub-threshold development' and must be screened for EIA.

#### Step 2. Preliminary Examination

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

#### Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, a screening determination can only be carried out on the basis of the Schedule 7A information.

## SECTION 4: EIA SCREENING METHODOLOGY

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the OPR Practice note as set out in Section 3.7.1. The OPR has established three steps to follow within EIAR screening which are responded to in the sections below.

It should be noted that the OPR Guidance is centred around EIA Screening under the Planning and Development Act 2000, as amended, and the Planning and Development Regulations, as amended.

The methodology employed in this screening exercise had regard to the Guidelines for Planning Authorities on carrying out Environmental Impact Assessment published in August 2018 by the DoHPLG, together with the criteria set out in Schedule 7 and the requirements of Schedule 7A, both of the Planning and Development Regulations 2018.

### 4.1 Step 1. Understanding the Proposal

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

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

As outlined in Section **Error! Reference source not found.**, the proposed scheme aims to provide new, high-quality cycle facilities and improve existing facilities for pedestrians and bus users to the Blackrock District. Thus, the proposed scheme is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed scheme.

#### 4.1.2 Is the project a 'sub-threshold development'?

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

##### **Planning and Development Regulations 2001**

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

##### **Schedule 5 Part 1**

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

##### **Schedule 5 Part 2**

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

*"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."*

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

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

Thus, as the proposed development can be considered to constitute 'sub-threshold' development with regards Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed development have the potential to give rise to significant effects on the environment. The proposed development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required as concluded in Section **Error! Reference source not found..**

EIA screening is required to determine the potential for the project to have significant effects on the environment, as a sub-threshold development.

## 4.2 Step 2: Preliminary Examination

The OPR Practice Note, Form 2 allows the preliminary examination to be recorded. Table 4. 1 and Table 4. 2 Preliminary Examination based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in Section 5 and Section 6 of this Report, on the nature, size and location of the Proposed Development.

**Table 4. 1 Preliminary Examination**


Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, <b>the nature, size or location of the development.</b>		
	Comment:	Yes/No/ Uncertain:
<p><b>Nature of the development:</b></p> <p><i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the development is not exceptional in the context of the existing environment. This scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces in Blackrock District.</p> <p>Given the size and small nature of works of the proposed scheme, significant waste, emissions of pollutants are not expected to arise as a result of the works.</p>	No
<p><b>Size of the development:</b></p> <p><i>Is the size of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Are there cumulative considerations having regard to other existing and/or permitted projects?</i></p>	<p>The size of the development is not exceptional in the context of the existing environment. The total length of the proposed scheme is 1.2km. There are no significant negative cumulative effects given the scale and distance of the scheme from these projects.</p>	No

<p><b>Location:</b></p> <p><i>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?<sup>1</sup></i></p> <p><i>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</i></p>	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 75m north of the proposed scheme.</p>	No
	<p>There is one Sites and Monuments Record (SMR), Cross (DU023-005) within the proposed scheme extent at Main Street. There are no National Inventory of Architectural Heritage (NIAH) sites in or adjacent to the proposed scheme. There are number of Protected Structures located along the scheme route. The proposed scheme falls within the Blackrock Village Candidate Architectural Conservation Area (cACA). There is an industrial heritage structure, Milestone Marker (Site No. 206) at the edge of footpath of Main Street.</p>	Uncertain
	<p>The nearest waterbody to the proposed scheme is Brewery Stream_010 river waterbody that runs through the site extents at two locations albeit culverted through the site extents before flowing into the Dublin Bay.</p> <p>The culverted Brewery stream crosses northern scheme extents at Rock Hill and eastern scheme extents at Temple Road and Main Street. Dublin Bay is located approx. 80m north of the proposed scheme.</p>	Uncertain

**Table 4. 2 Conclusion of Preliminary Examination**

Preliminary Examination Conclusion:
Based on a preliminary examination of the <b>nature, size or location</b> of the development. (Tick as appropriate)

<sup>1</sup> Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

<p>There is no real likelihood of significant effects on the environment.</p> <p>EIA is not required.</p>	<p>There is real likelihood of significant effects on the environment.</p> <p>An EIAR is required.</p>	<p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment.</p> <p>Request the applicant to submit the Information specified in Schedule 7A for the purposes of a screening determination.</p> <p>Proceed to Screening Determination.</p>
		

As noted in Table 4. 2 the conclusion of preliminary examination is that the nature, scale and location of the proposed development is such that there is significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the proposed development.

Thus, full EIA Screening is warranted.

As outlined in Section **Error! Reference source not found.**, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section **Error! Reference source not found.**, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

### 4.3 Step 3: Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Section 4.1 and **Error! Reference source not found.**, a formal screening determination must take place. Sections **Error! Reference source not found.** provides the relevant details under each of the criteria set out in Schedule 7 and Schedule 7A information of the Planning and Development Regulations 2001 as amended for urban developments. These sections also provide the relevant details under each of the criteria set out in Annex III in the EIA Directive for roads developments. This information will assist the competent authority, DLRCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001 as amended.

The final determination on EIA screening will be made by DLRCC, as the competent authority.

## SECTION 5: CHARACTERISTICS OF PROJECT

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the proposed scheme to be taken into account in determining whether an EIA is required. This section discusses the existing environment of the proposed scheme including sites of major concern.

### 5.1 The size and design of the whole project

This scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces in Blackrock District. This will be achieved by providing high quality and safe cycle facilities and improving existing facilities for cyclists, as well as increasing outdoor space for pedestrians in villages and rendering these spaces comfortable and safe.

The proposed raised and adjacent cycle lanes and two-way cycle track will be constructed in accordance with Section 5.6 of the National Cycle Manual where the cycle lanes are on-road they will require full carriageway build-up. Much of the existing footpaths will be broken out and replaced with high quality paving surfaces with new kerbs built along the existing road carriageway. The existing drainage network or outfalls within the scheme extents will be retained, therefore no upgrades are made. The scheme includes removal of no. 3 trees on Main Street and plantation of approx. 70 new trees and retaining the rest of the existing trees located within the site extents with significant increase in low-level planting area which is intended to be developed as a SUDs measure.

The total length of the proposed scheme in Blackrock is 1.2km and includes five distinct sections: Rock Hill and Main Street, George's Avenue, Main Street, Carysfort Avenue and Temple Road. The proposed scheme area includes provision of a one-way traffic system that is currently in place along with the contra-flow cycle lane at Rock Hill and Main Street. The street would be reconstructed with high quality materials and landscaping, it would build all pedestrian areas to the same level to eliminate trip hazards and reconfiguration of parking spaces.

Georges Avenue section of the proposed scheme will have provisions to pedestrianize the narrow section of Georges Avenue and make the rest of this street two-way with a left in left out arrangement at the junction with Frascati Road. Main Street section of the proposed scheme will provide the provision to maintain the existing layout as it is, with a westbound one-way street, and no cycle facilities between the Main Street/Temple Road/Carysfort Avenue junction and Idrone Terrace. Carysfort Avenue will continue to maintain the two-way traffic the way it is but slightly narrowing the road, allowing for more parking and public realm space. Slight narrowing of the Temple Road with additional parking will be carried for the last section of the proposed scheme. Refer to drawing: Appendix 2: Blackrock Design.

The existing storm water drainage network will be maintained. Existing road gullies will be decommissioned where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. The addition of low-level planting areas which is intended to be developed as a Sustainable Urban Drainage Systems (SUDS) measure.

### 5.2 Cumulation with other existing and/or approved projects

The following sources were reviewed in April 2023 to identify potential projects in the vicinity of the proposed scheme that may give rise to cumulative effects.

- Dún Laoghaire-Rathdown County Council  
<https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=af21eeb123224c4c877f410139ed1e69>



- National Planning Application Database for downloadable list of planning applications sent from Local Authorities  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments  
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

The planning applications relevant to the Scheme are listed below:

- ABP-300745-18 (D17A/0950): 45 no. apartment units over 3 no. storeys, from second to fourth floor level, over the permitted ground and first floor levels of retail / restaurant floorspace and permitted lower ground floor car park. The planning application was granted permission with revised conditions in May 2019.
- ABP-308046-20 (D17A/0950) Alterations to Phase 1 permission for 45 no. apartments from second to fourth floor permitted under Reg Ref: D17A/0950 and ABP-300745-18 to include the provision of 57 no. additional apartments as an extension to Phase 1, as Phase 2 residential development. The subject application relates to a total of 102 no. apartments.  
The planning application received grant permission for the alterations to Phase 1 in December 2020 whereas the Phase 2 was refused.
- ABP30380419: 10year permission for a strategic housing development consisting of a new residential scheme of 294 residential units in a combination of new apartment buildings; the subdivision, conversion and re-use of 'St. Teresa's House'; and the dismantling and relocation of 'St. Teresa's Lodge' within the site development area. The demolition of all later ancillary buildings and extensions associated with 'St. Teresa's House' and 'St. Teresa's Lodge' is also proposed. Public open space is proposed in the form of a woodland park, play areas, courtyards and gardens Provision is also made for new pedestrian connections to Rockfield Park on the southern site boundary and Temple Hill along the northern site boundary. The development also provides for a Crèche Facility, car and bike parking and bicycle spaces. This planning application received grant permission decision in June 2019.
- ABP31232521: Permission for a Strategic Housing Development consisting of a new residential and mixed-use scheme of 493 residential units and associated residential amenities, a childcare facility and café in the form of (a) a combination of new apartment buildings, the subdivision, conversion and re-use of 'St. Teresa's House, the dismantling, relocation and change of use from residential to café of 'St. Teresa's Lodge within the site development area. The proposal provides for the demolition of single storey return (approx. 20 sq m) along the boundary with The Alzheimer's Society of Ireland; the ground floor switch room; ground floor structures northwest of St. Teresa's House; basement boiler room northwest of St. Teresa's House, ground floor structures northeast of St. Teresa's house, basement stores northeast of St. Teresa's house and a non - original ground floor rear extension associated with the Gate Lodge. This planning application received grant permission decision in April 2022.
- ABP-313509-22: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme which has an overall length of approximately 8.3km including roadworks to facilitate bus, cycling and urban realm

improvements along with any associated ancillary/accommodation works for the scheme. This case is due to be decided by 6<sup>th</sup> of April 2023.

- Greater Dublin Area Cycle Network Plan: In 2013 the Greater Dublin Area (GDA) Cycle Network Plan was published. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and local authorities within the GDA to enhance understanding as to the bicycle facilities currently available, identify gaps in connections and infrastructure, assess the state of existing facilities and where improvement measures will be most advantageous to the public. DLRCC, in conjunction with the NTA are currently working on a number of cycle routes through the area, these works form part of the NTA's GDA Cycle Network Plan. The updated GDA Cycle Network Plan was published in November 2021 as part of the 'Supporting Documents' for the public consultation on the Draft Transport Strategy for the Greater Dublin Area Transport Strategy 2022-2042. In the draft plan, Blackrock has been identified as one of fourteen district (town) centres across the GDA, mirroring those of the GDA Transport Strategy. Each district centre has its cycle network enhanced in the vicinity as well as outward connections.
- Living Street Coastal Mobility Route: The Coastal Mobility Route in Dún Laoghaire is a transportation project that aims to improve mobility and connectivity along the coast of the town. The route runs along the coast road for 3.6km with segregated cycle facilities, and 4.5km in total from Seapoint to Sandycove via Dún Laoghaire. There is a portion of the route from Old Dunleary Road/Coal Quay Bridge through Harbour Road to Queen's Road in Dún Laoghaire that is shared with vehicular traffic and not segregated.

Refer to section 7.167.17 for the assessment of cumulative effects.

### 5.3 The use of natural resources in particular land, soil, water and biodiversity

The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.

The scheme will include excavation of existing carriageway, footpaths and foundations and replacement of new carriageway and footpaths. New kerbs will be built along the existing road carriageway. The impermeable area associated with the existing layout will be reduced marginally when compared to the proposed works. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. The drainage system in Blackrock is connected to a combined sewer. The existing storm water drainage network will be maintained. Existing road gullies will be decommissioned where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. The addition of low-level planting areas which is intended to be developed as a Sustainable Urban Drainage Systems (SUDS) measure.

The proposed scheme includes removal of no. 3 trees on Main Street and plantation of approx. 70 new trees with additional low-level planting and retaining the rest of the existing trees located within the site extents. Landscaping features includes replacing temporary planters and permanent seating will replace temporary throughout the village.

## 5.4 The production of waste

The Scheme will not require any significant earthworks or excavation along the proposed scheme road extents. Minor quantities of waste will be generated from the topsoil stripping during the laying down of footpaths and cycle lanes and installing of new gullies and new lighting poles. The proposed arrangement will follow the existing road alignment for majority of the route. There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials. The quantities of C&D waste are again, not expected to be significant and will be removed from site and recycled where possible (subbase road materials) or disposed of in a suitably licenced facility (i.e., the existing wearing course to be planed off).

## 5.5 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

There will be a temporary increase in noise during the construction phase of the proposed works. However, levels will not exceed noise levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration. Some dust will likely be generated during the construction phase works; however, this nuisance will be managed in line with best practice. There will be no pollution or noise/nuisance following the completion of construction works.

The Protected Sites in Ireland constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites.

While effects will be localised to the Site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report.

All European Sites that could potentially be affected were identified using a source-pathway - receptor model. To provide context for the assessment, European Sites within a distance of 15km surrounding the development site (AA Screening report, MKO 2023). All Protected Sites within 15km of the proposed scheme are listed in tables (Table 5. 1, Table 5. 2 and Table 5. 3) below and shown in Figure 5. 1.

**Table 5. 1 Special Areas of Conservation (SPA) within 15km of proposed scheme**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
004024	South Dublin Bay and River Tolka Estuary SPA	75m
004006	North Bull Island SPA	5km
004172	Dalkey Islands SPA	5.7km
004040	Wicklow Mountains SPA	10.2km
004113	Howth Head Coast SPA	10.9km
004016	Baldoyle Bay SPA	11km

004117	Ireland's Eye SPA	13.1km
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**Table 5. 2 Special Protection Areas (SAC) within 15km of proposed scheme**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000210	South Dublin Bay SAC	75m
000206	North Dublin Bay SAC	5.5km
003000	Rockabill to Dalkey Island SAC	5.6km
000202	Howth Head SAC	9.3km
002122	Wicklow Mountains SAC	10km
000725	Knocksink Wood SAC	10.2km
000713	Ballyman Glen SAC	10.3km
000199	Baldoyle Bay SAC	10.9km
000714	Bray Head SAC	12.8km
002193	Ireland's Eye SAC	13.6km
001209	Glenasmole Valley SAC	13.8km

**Table 5. 3 Proposed Natural Heritage Areas (pNHA) within 15km of proposed scheme**

Site Code	Site Name	Approx. Distance from the proposed scheme
000210	South Dublin Bay pNHA	155.78m
001205	Boosterstown Marsh pNHA	1.28km
001206	Dalkey Coastal Zone And Killiney Hill pNHA	2.99km
001753	Fitzsimon's Wood pNHA	5.09km
002104	Grand Canal pNHA	5.61km
000206	North Dublin Bay pNHA	5.98km
001207	Dingle Glen pNHA	6.41km
002103	Royal Canal pNHA	6.42km
001211	Loughlinstown Woods pNHA	6.44km
001202	Ballybetagh Bog pNHA	8.43km
000202	Howth Head pNHA	9.36km
000991	Dodder Valley pNHA	10.05km
000713	Ballyman Glen pNHA	10.18km
000725	Knocksink Wood pNHA	10.86km
000199	Baldoyle Bay pNHA	11.46km
000178	Santry Demesne pNHA	11.66km

001768	Powerscourt Woodland pNHA	12.11km
001754	Dargle River Valley pNHA	12.49km
000128	Liffey Valley pNHA	12.79km
000714	Bray Head pNHA	12.83km
001769	Great Sugar Loaf pNHA	13.58km
000203	Ireland's Eye pNHA	13.62km
001763	Sluice River Marsh pNHA	13.64km
001209	Glenasmole Valley pNHA	13.70km
001755	Glencree Valley pNHA	14.23km
001208	Feltrim Hill pNHA	14.93km

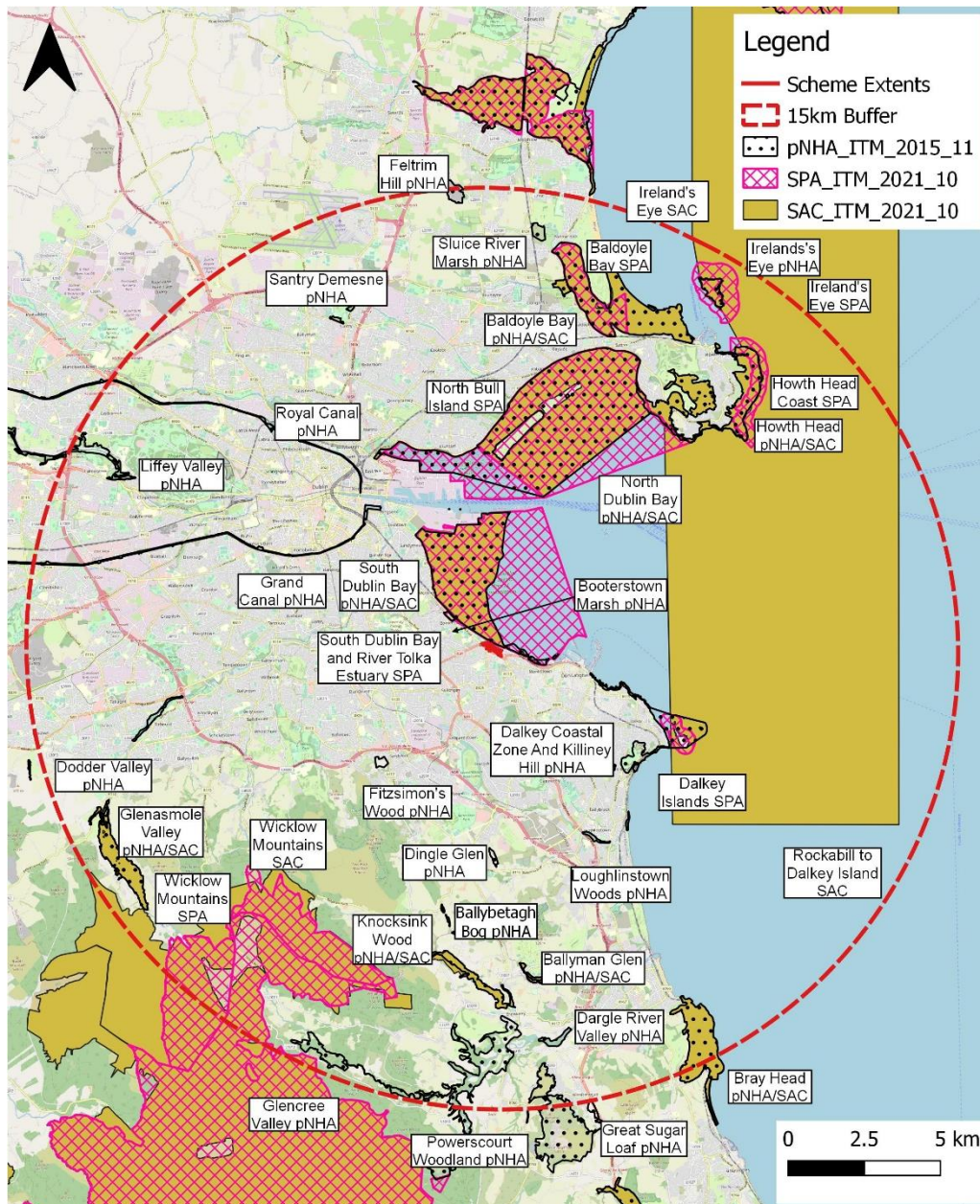
The proposed scheme is not likely to result in effects beyond the extents of the site due to the nature of works, the existing land use of the Site and the likely effects of the proposed scheme.

The NBDC data search returned several records for mammals from the two 2km grid squares within which the Scheme is located. These include one record of American Mink *Mustela vison*, ten records of Red Fox *Vulpes vulpes*, one record of Pipistrelle *Pipistrellus pipistrellus sensu lato*, one record of Hazel Dormouse *Muscardinus avellanarius*, one record of Lesser Noctule *Nyctalus leisleri*, nineteen records of the Eastern Grey Squirrel *Sciurus carolinensis*, one record of Soprano Pipistrelle *Pipistrellus pygmaeus* and four records of the West European Hedgehog *Erinaceus europaeus*.

The NBDC data search also returned records for amber listed bird species from the two 2km grid squares. These include Barn swallow *Hirundo rustica*, Black-tailed Godwit *Limosa limosa*, Brent Goose *Branta bernicla*, Common Greenshank *Tringa nebularia*, Common Shelduck *Tadorna tadorna*, Common Starling *Sturnus vulgaris*, Eurasian Oystercatcher *Haematopus ostralegus*, European Shag *Phalacrocorax aristotelis*, Great Cormorant *Phalacrocorax carbo*, Great Black-backed Gull *Larus marinus*, Little Grebe *Tachybaptus ruficollis*, Mute Swan *Cygnus olor*, Mew Gull *Larus canus*, Northern Gannet *Morus bassanus*, and Ringed Plover *Charadrius hiaticula*.

The NBDC data search returned three red list species also: Black-headed Gull *Larus ridibundus*, Yellowhammer *Emberiza citrinella*, Common Redshank *Tringa totanus* and Herring Gull *Larus argentatus*.

There are invasive species listed under Part (1) of Third Schedule of the Habitats Regulations were recorded from the two 2km grid squares within which the Scheme is located. These includes Giant Hogweed *Heracleum mantegazzianum*, Japanese Knotweed *Fallopia japonica*, Harlequin Ladybird *Harmonia axyridis*, American Mink *Mustela vison* and Eastern Grey Squirrel *Sciurus carolinensis*.



**Figure 5. 1 NPWS Protected Sites within 15km of the proposed scheme (Source: NPWS online mapping)**

The subject area is situated within the Liffey and Dublin Bay WFD Catchment (Catchment ID 09) and Dodder\_SC\_010 Sub-catchment (Sub catchment ID 09\_16) as defined by the EU Water Framework Directive (2000/60/EC) and the Brewery stream\_010 river sub basin (EU\_CD: IE\_EA\_09B130400).

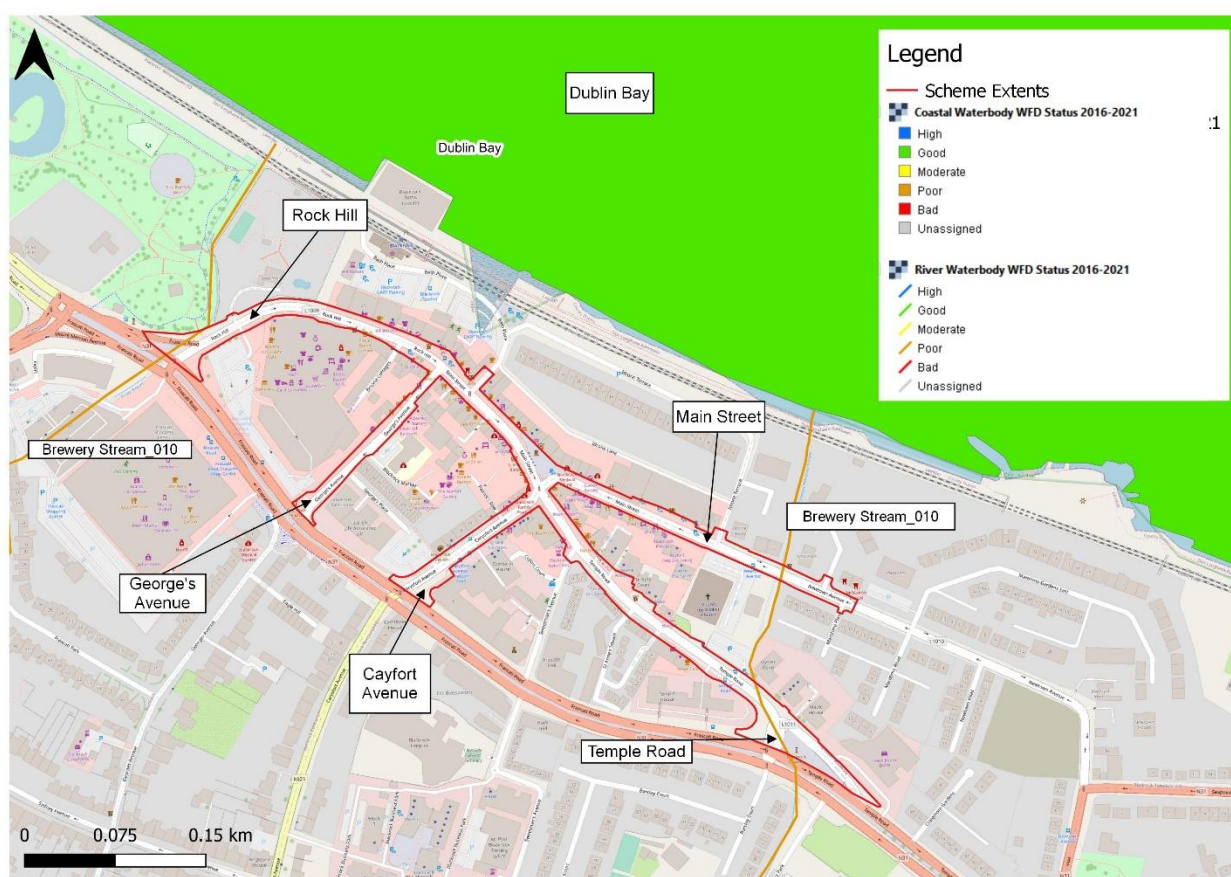
The river water body Brewery Stream\_010 (EPA Mapping) crosses the site extents at two locations before flowing into the Dublin Bay. In both instances the Brewery stream is culverted beneath the proposed scheme i.e to the north of Rockhill and at the western extents at Main Street and Temple Road.

Based on the monitoring data from 2021, the streams are currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

Both streams flow in northerly direction into Dublin Bay (EU\_CD: IE\_EA\_090\_0000) located approx. 80m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.

The Kilcullen ground water body underlies the proposed scheme and is 'At risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Ground Waterbody WFD Status 2016-2021 was 'Good'.

The details of WFD status and WFD Risk for all waterbodies are shown in Figure 5. 2 and presented in Table 5. 4.



**Figure 5. 2: Waterbody Status and Water Quality in vicinity of the proposed scheme (Source: EPA Mapping)**

**Table 5. 4 Waterbody Status and Water Quality in vicinity of the proposed scheme**

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
River	Brewery Stream_010	IE_EA_09B130400	Review	Poor

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
Coastal Waterbody	Dublin Bay	IE_EA_090_0000	Not at Risk	Good
Ground Waterbody	Kilcullen	IE_EA_G_003	At Risk	Good

## 5.6 The risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge

The EIA Directive introduced the requirement to assess the ‘expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned’.

There is currently no clear definition of the term ‘major accident and / or disaster’ has been outlined in the context of the EIA Directive. The *Major Accidents and Disasters in EIA: A Primer* published by Institute of Environmental Management and Assessment (IEMA) in 2020 includes the following definitions:

- Disaster – a natural hazard (e.g., earthquake) or a man-made / external hazard (e.g., act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident.
- Major Accident – events that threaten immediate or delayed serious environmental effects to human health, welfare and / or the environment and require the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g., train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events.
- Significant environmental effect (in relation to a major accident and / or disaster assessment) – includes the loss of life, permanent injury and temporary or permanent destruction of an environmental receptor which cannot be restored through minor clean-up and restoration.

Construction activities to be undertaken are well understood and are commonly practiced in the Greater Dublin region. During operation, the Scheme will incentivise modal shift in public transport decision making through increased cycle and walking facilities along with improved public transport services. It is highly unlikely that any major accidents and / or disasters risk events would occur that present a sufficient combination of risk and consequence that would lead to significant residual environmental effects.

The proposed scheme does not fall within the consultation zone for any Seveso site (i.e., a site subject to Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major accident hazards).

The proposed scheme falls within CFRAM<sup>2</sup> river flood extents, as shown in Office of Public Works’ (OPW) website and falls within the Flood Zone B with medium probability of flooding (Refer to **Error! Reference**

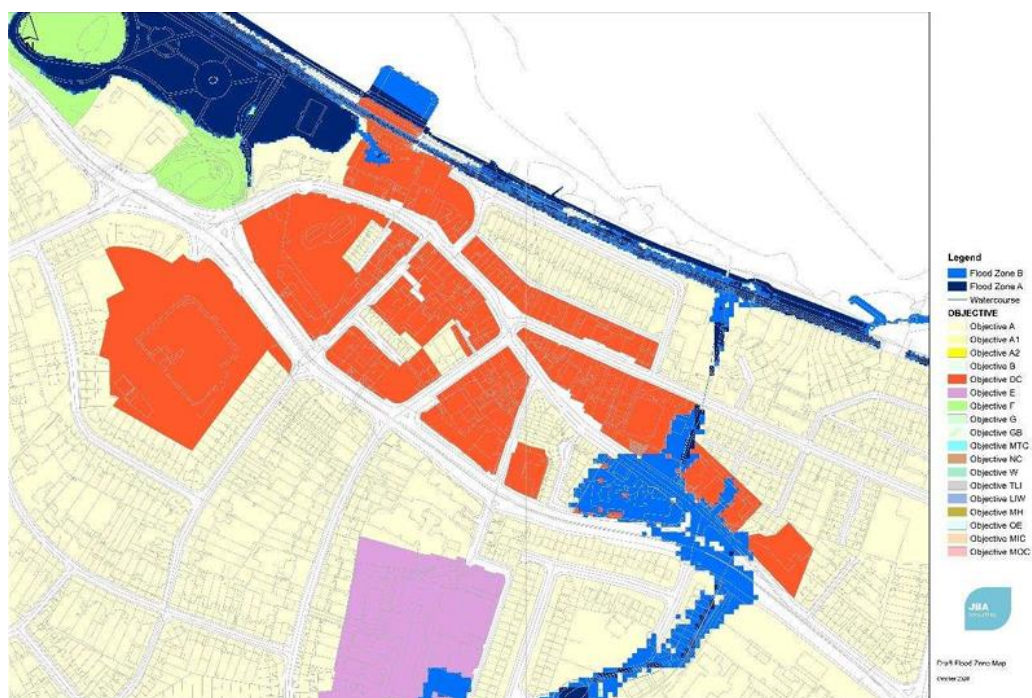
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<sup>2</sup> Catchment-based Flood Risk Assessment and Management (CFRAM) Programme.



**source not found.**) Flood Zone B is defined as areas with a moderate risk of flooding from rivers (i.e., 0.1% to 1% probability or between 1 in 100 and 1 in 1000) and the coast (i.e., 0.1% to 0.5% probability or between 1 in 200 and 1 in 1000) in Strategic Flood Risk Assessment for DLRCC CDP 2022-2028.

There is one past flood event recorded, ID-11687 on 24 November 2011 located at the eastern end of the scheme extents on Temple Road. However, considering the scale and nature of the proposed scheme construction work, the proposed scheme site is not vulnerable to either direct or indirect significant effects as a result of flooding. It is also anticipated that any localised drainage issues would be engineered out as required during construction.



**Figure 5.3 Flood Zone Map**

(Source: Dún Laoghaire-Rathdown County Council County Development Plan, 2022-2028)

During the Construction Phase, there will be appropriate management plans implemented to manage and minimise risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan, and an Incident Response Plan.

Therefore, in the context of major accidents and disasters, significant environmental effects are considered unlikely at EIA Screening Stage and not considered further in the assessment.

## 5.7 The risks to human health (for example due to water contamination or air pollution)

The EIA Directive has introduced the requirement to consider the ‘*direct and indirect significant effects of a project on...population and human health*’. The proposed scheme is not expected to give rise to adverse risks to human health. The proposed scheme will result in modal shift by promoting safe and convenient alternatives to private vehicles. It will enhance use of walking and cycling facilities and ensure integration of physical activity facilities, improve air quality, and reduce people’s exposure to unacceptable levels of pollution in local area. Therefore, it is expected that the implementation of the proposed scheme will result in a reduction of risk to human health arising from contamination or pollution.

The proposed scheme has the potential to impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services and positive effects on population and human health. The potential for likely significant effects on human health is discussed in Section 7.8.

## SECTION 6: LOCATION OF PROJECT

Paragraph 2 of Annex III of the EIA Directive sets out the criteria with regard to the location of the proposed scheme to be taken into account in determining whether an EIA is required. This section considers the environmental sensitivity of geographical areas likely to be affected by the proposed scheme.

### 6.1 The existing and approved land use

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within and around the proposed scheme extents as urban fabric with a patch of open use along the scheme. The proposed scheme works are within the existing road alignment. The subject site comprises entirely of public paths, roads, cycle paths, etc. within the Blackrock District Centre and that the proposed development comprises entirely the upgrading of these facilities.

The Main Street, Rock Hill, Temple Road and the two shopping centres (Blackrock village and Frascati) are zoned as Objective DC – to protect, provide for and or improve mixed-use District Centre facilities in the DLR County Development Plan 2022-2028. The surrounding areas are predominantly zoned Objective A – to protect and/or improve residential amenity with exception of open space at Blackrock Park and economic development zone at Blackrock Business Park in the DLR County Development Plan 2022-2028. Treelines are present along the length of the Scheme. The majority of the proposed scheme is lined with residential estates and commercial premises.

The proposed scheme will be in close proximity to a number of receptors, namely residential, commercial, employment centres and open spaces as shown in Figure 6. 1.

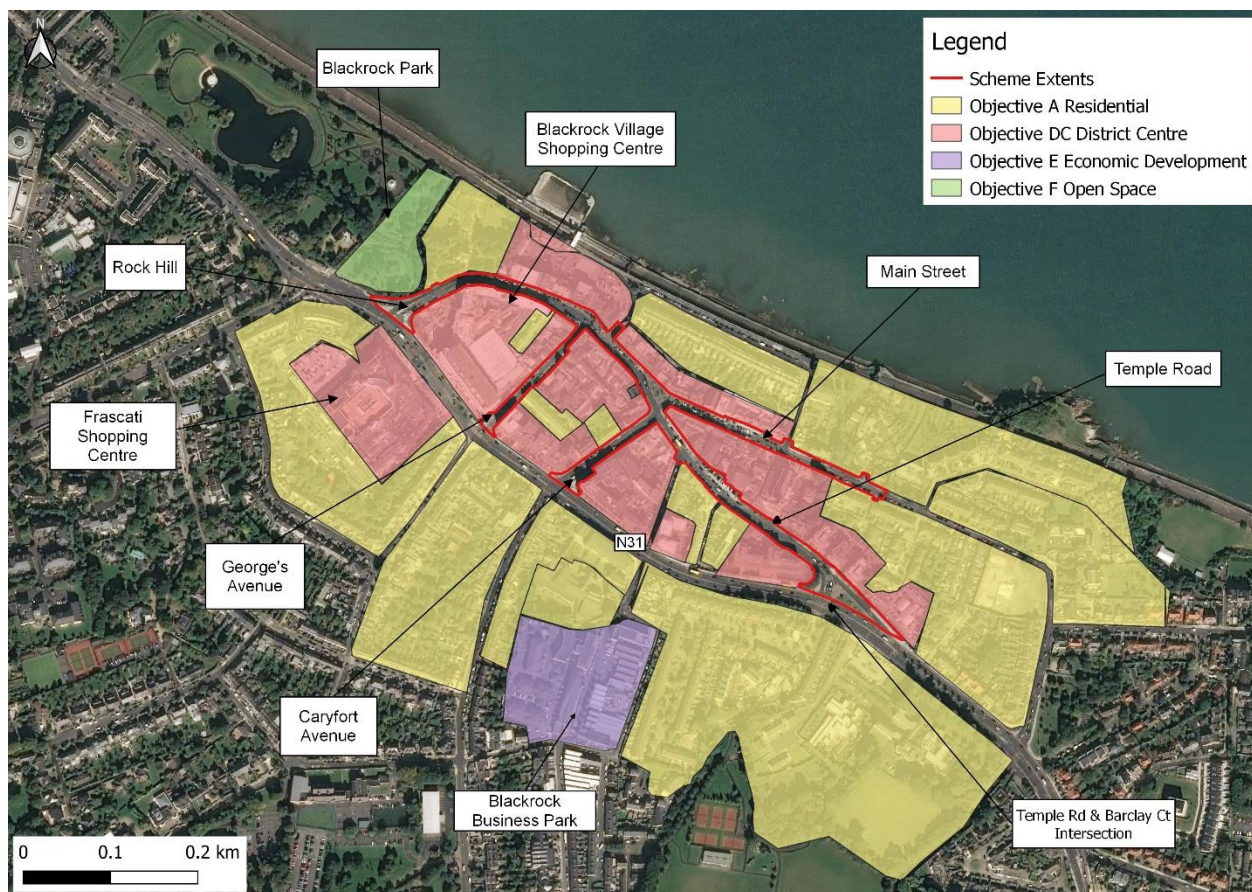


Figure 6. 1 Land Use along the proposed scheme (Source: DLR CPD 2022-2028 Land Zoning Map)

## 6.2 The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.

The proposed scheme is located along several roads within the Blackrock District Centre bounded by existing commercial and residential land use along the length of the Scheme. Natural resources are considered to include soil, land, water and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure. The existing storm water drainage network within the study area will be maintained. The realignment of the existing carriageway will create a need for new gullies and connections to the existing mainline carrier drains. The change in total hardstanding area is negligible when considering any potential additional capacity requirements within the drainage network. The drainage system in Blackrock is connected to a combined sewer. This negates the benefits associated with treatment parameters with Sustainable Urban Drainage Systems (SUDS). The most significant benefit to SUDS will be their attenuating properties. The addition of low-level planting areas which is intended to be developed as a Sustainable Urban Drainage Systems (SUDS) measure.

The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, and an aquifer categorised as "Poor" which is generally unproductive except for local zones. The soils within the Scheme extents are predominantly 'made ground'. The nearest areas that are considered to be of significant value for habitats and species are listed in Table 5. 1, Table 5. 2 and Table 5. 3.

The nearest waterbody to the proposed scheme is Brewery Stream 010. However, this waterbody is culverted beneath the proposed scheme site extents. Details of the status of the waterbody is provided in **Section 5.5** which shows the Brewery Stream 010 is 'Poor' for Water Framework Directive (WFD) status; and coastal waterbody Dublin Bay is 'Good' for Water Framework Directive (WFD) status 2016-2021.

Habitats within the footprint of the proposed works area are (AA Screening report, MKO 2023):

▪ **Buildings and Artificial Surfaces - BL3**

This is the most dominant habitat type within the proposed works site. Residential buildings, public buildings (churches, shops etc), associated tarred areas for access (roads and footpaths) and car parking, and concrete walls.

▪ **Stone Walls and Other Stonework - BL1**

These are less common than concrete walls. However, stone walls comprised the boundary of the footpaths in section A (Rockhill and Mainstreet) of the proposed works site

▪ **Flower Beds and Boarders - BC4**

These are abundant in section C (Main Street), bordering both sides of the road (Plate). Species planted within the flower beds include Lavender (*Lavandula spp*), Daisy (*Bellis perennis*), sunflower (*Helianthus spp*), and young potted Crab Apple (*Malus spp*)

▪ **Ornamental/ Non-native Shrub - WS3**

This is present in sections A (Rockhill and Mainstreet) and Section E (Temple Road). Species present include Turkish Sage (*Phlomis russeliana*), Persian Catmint (*Nepeta racemose*), Marram Grass (*Ammophila arenaria*), Cranesbill (*Geranium sylvaticum*), Hairy Michaelmas Daisy (*Symphotrichum novae-angliae*) (Plate 2.4)

▪ **Hedgerows - WL1**

Hedgerows are present within Section E (Temple Road). and Section C (Main Street). The hedgerows are dominated by Common Boxweed (*Buxus sempervirens*). Other species present within the hedgerows include Lavender (*Lavandula spp*), Firethorn (*Pyracantha spp*), Periwinkle (*Vinca spp*), and Ivy (*Hedera spp*). The hedgerows present within the proposed works site are extensively manged via cutting, so are all homogenous in appearance (Plate 2.5) and relatively poor in biodiversity terms.

▪ **Treelines - WL2**

Treelines are comprised of Common Birch (*Betula pendula*), an individual pendulate oak (*Quercus robur*), and an individual sycamore tree (*Acer pseudoplatanus*) are present in Section E (Temple Road) (Plate 2.6) Two individually standing White Beam (*Sorbus aria*) are present in the north section of Section D (Carysfort Avenue) and another section of treeline comprised of Plane trees (*Platanus spp*) is present in the eastern section of Section D. Treeline of Silver Birch (*Betula pendula*) are present in Section C (Main Street) Within the intersecting area of Section C and D, are two individually standing Hazel trees (*Corylus spp*). Two individually standing Sycamores (*Acer pseudoplatanus*) are present on Georges Avenue.

There are no potential impacts on the quality and regenerative capacity of natural resources in the area. A core objective of the scheme is to create opportunities for landscaping and the planting of new trees. There are approx. 70 new trees proposed as part of the Scheme with loss of approx. 3 trees and significant increase in low level planting.

It is considered that the proposed scheme is consistent with the existing land uses and the wider land uses in the surrounding area. Therefore, the proposed scheme will not have any significant impact on the underlying bedrock, geology, or hydrogeology of the site.

## 6.3 The absorption capacity of the natural environment, paying particular attention to the following areas

### 6.3.1 Wetlands, riparian areas, and river mouths

The river water body Brewery Stream\_010 crosses the site extents at two locations before flowing into the Dublin Bay. The Brewery stream is culverted underground through the site extents at Rockhill and at Main Street and Temple Road. The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder\_SC\_010 Sub-catchment (Sub catchment ID 09\_16).

There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained or improved by integrating green infrastructure (i.e., vegetation, SUDs etc). The majority of the works for the proposed scheme are to take place on existing hardstanding areas.

### 6.3.2 Coastal zones and the marine environment

The nearest coastal waterbody is Dublin Bay (EU\_CD: IE\_EA\_090\_0000) located approx. 80m north of the scheme. However, due to the small nature and scale of the proposed works, and the distance from the works to the Dublin Bay and intervening urban area, there is no potential impact on the coastal waterbody.

### 6.3.3 Mountain and forest areas

Proposed scheme is not situated within a mountain and forest area. Therefore, none affected by the proposed scheme.

### 6.3.4 Nature and reserve parks

Proposed scheme is not situated within a nature or reserve parks. Therefore, none affected by the proposed scheme.

### 6.3.5 Areas classified or protected under national legislation, including areas classified or protected under national legislation; Natura 2000 areas designated by member states pursuant to directive 92/43/EEC and directive 2009/147/EC; Special Protection Areas designated pursuant to directives 2009/147/EC and 92/43/EEC

None directly affected by the proposed scheme.

The designated sites located within 15km of the proposed scheme are listed Table 5. 1, Table 5. 2 and Table 5. 3 proposed scheme.

In accordance with Article 6(3) of the EU Habitats Directive (92/43/EEC), a screening for Appropriate Assessment was prepared for the project (MKO, 2023) with a conclusive finding that the proposed scheme, individually or in combination with other plans or projects, will not have a significant effect on any other Natura 2000 Site and hence, Appropriate Assessment is not required.

### 6.3.6 Areas in which there has already been a failure to meet the environmental quality standards, laid down in union legislation and relevant to the project, or in which it is considered there is such a failure

The Brewery stream\_010 (EU\_CD: IE\_EA\_09B130400) is under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

### **6.3.7 Densely populated areas**

The proposed scheme is located in a densely populated area in Blackrock.

### **6.3.8 Landscapes and sites of historical, cultural or archaeological significance**

National Monuments Service 'Historic Environment Viewer', DLR County Development Plan 2022-2028 and Record of Monument and Places were utilised as part of this desk-based study to identify features of archaeological, architectural, heritage or cultural mitigation measures in proximity to the proposed scheme site.

There are no National Inventory of Architectural Heritage (NIAH) within the boundary of the proposed scheme extents. There is one Sites and Monuments Record (SMR), Cross (DU023-005) shown in Figure 6. 2 and described in the table below. The zone of notification for this cross is indicated as being located within the proposed scheme extents. The zone does not define the exact extent of the monuments but is intended to identify the monuments for the purpose of notification under Section 12 of the National Monuments Act (1930-2004). It is indicated that there is an industrial heritage structure, a Milestone marker (Site No. 206) at the edge of footpath of Main Street, Blackrock.

The proposed scheme falls within the Blackrock Village Candidate Architectural Conservation Area (cACA). There are number of Protected Structures (refer to Appendix 3) located along the scheme route primarily located on the Main Street, Carysfort Avenue and at the Seafront on Idrone Terrace.



**Figure 6. 2: Architectural Heritage and Monuments (Source: National Monuments Service ‘Historic Environment Viewer’)**

**Table 6. 1: National Monuments in proximity to the proposed scheme**

National Monuments Ref.	Name	Location/Townland	Description	Distance from site
DU023-005	Cross	Newtown, Blackrock	Situated at the S end of Blackrock Village on a plinth in a cobbled area opposite the Bank of Ireland off Main Street. A cross comprising of an upper portion of granite cross set on a later plinth. The granite cross section measures L 0.66m, Wth 0.51m, T 0.20-0.24m and tapers from top to bottom. The two arms differ in size and are unaligned. On the E face is a rude carving of a human head in high relief (Healy 1958, 108-109). On the opposite face is an incised oval with three vertical lines under a horizontal band. There is a smaller oval below this. Dated to the 12th-century (Turner 1983, 69). This cross was a boundary marker on the franchises of Dublin (Clarke 2002, 12).	Within the proposed scheme extents



## SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

The third criteria for the evaluation of sub-threshold development relates to characteristics of potential impacts.

### 7.1 The magnitude and spatial extent of the impact

This project relates to road upgrade and public realm improvement works at Blackrock district centre. The proposed scheme works are within the existing road space. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

### 7.2 The nature of the impact

Due to the small scale of the proposed project, any potential impacts are not likely to be significant.

### 7.3 The transboundary nature of the impact

Having regard to the scale of the proposed scheme is considered that any effects (which are likely to be insignificant) will be localised in nature and the proposed development will not result in any Transboundary impacts.

### 7.4 The probability of the impact

During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption a CEMP will be implemented, and mitigation measures will be undertaken.

### 7.5 Traffic and Transport

The proposed scheme is designed to provide high quality and safe cycle facilities and improving existing facilities for cyclists, as well as increasing outdoor space for pedestrians. Thus, promoting travel by sustainable modes such as walking and cycling while reducing the journey times and providing safer facilities.

The characteristics of the proposed scheme are such that road space in some instances is reallocated from private car for the provision of sustainable modes. These characteristics will contribute to broader environmental positive impacts as the share of active travel modes (walking and cycling) increases.

The Construction Phase of the proposed scheme has the potential to impact people's day-to-day travel activities. Temporary traffic diversions, and in some instances temporary lane or road closures, may be required to undertake construction activities necessary to complete the proposed scheme. Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as bus stops, traffic crossings, private dwelling and business. Impacts during the Construction Phase have the potential for temporary moderate negative effects.

Following the implementation of the scheme, there would be a reduction in traffic volumes. The scheme is in parallel with the development of the BusConnects network which will increase the frequency of spine route bus links to Blackrock, further reducing traffic volumes. During operational phase, there will be no traffic diversions since there is no change in the existing traffic lane configuration.

The proposed scheme will result in improvements in terms of cycling and walking. Pedestrians and cyclists will experience a significant long term positive impact from the reduced travel time and a safer travel environment. Therefore, likely to result in permanent significant positive effects on human health and population.

## 7.6 Air Quality

Emissions to air during the Construction and Operational Phases have the potential to affect sensitive receptors (human and ecological receptors) both within the immediate vicinity and wider distances from the proposed scheme. Sensitive air quality receptors include buildings (residential, commercial, recreational, educational and medical) and road users in the immediate vicinity of the existing road boundary.

There is potential for air quality effects during the construction phase which have the potential to cause short-term disturbance to nearby receivers.

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the scale of the proposed scheme and the existing traffic volumes.

During the operational phase, it is considered that this project is likely to have a long-term beneficial on air and climatic factor. The scheme will improve the air quality due to the reduction in volume of vehicles and help reduce the existing CO<sub>2</sub> emissions through a reduction in fuel consumption. Therefore, likely to result in permanent significant positive effects.

## 7.7 Noise and Vibration

Noise and vibration can be a source of disturbance at sensitive receptors. Given the urban context of the proposed scheme, sensitive noise and vibration receptors include buildings (residential, commercial, recreational) and road users in the immediate vicinity of the existing road boundary.

However, there is minimum potential for noise and vibration emissions from construction plants considering the type of works required. Construction activities are considered to be temporary, and the proposed scheme has the potential for temporary minor negative effects, during works such as road resurfacing.

It is noted in Section 6.3.8 above that the proposed scheme is located in immediate proximity to the National Monument DU023-005 (Cross), which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. The Cross – DU023-005 will be relocated to a prominent location in the new elliptical park that is being created outside Bank of Ireland in advance of the main construction. In addition, there is an industrial heritage structure, a Milestone (Site No. 206) and few number of protected structures along the proposed scheme route. Furthermore, the level of vibration caused during the construction phase is unlikely to generate any further significant impacts on any surrounding structures. Thus, significant impacts to protected monument, protected structures, and heritage structures within the vicinity of the proposed scheme are unlikely.

During operational phase, there is an improvement in the environment in the context of noise on the proposed scheme route with reduction in volume of vehicles.

## 7.8 Population and Human Health

The proposed scheme represents a continuation in use of an existing transport corridor. Sensitive human receptors include residential, community and recreational facilities, and commercial along the proposed scheme.

During the Construction Phase there may be some disruption to road users, pedestrians and cyclists, as well as some noise and dust emissions. However, best construction practice will be implemented to ensure that noise and dust emissions will be kept within the required limits and a traffic management plan will be implemented for the duration of the construction works to ensure the maintenance of through traffic and of all site access.

A potential slight negative, temporary effect on Population and Human Health is therefore identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.

When completed, the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout Blackrock District centre. These operational benefits have the potential to have a permanent significant positive effect on the local community through improved access to walking and cycling, and increased safety for vulnerable road users therefore promoting a modal shift to more sustainable mode of transport.

## 7.9 Biodiversity

All the European Sites within a distance of 15km surrounding the development site that could potentially be affected were identified using source-pathway-receptor model.

The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 75m north of the proposed scheme. There is no potential for direct effects as the proposed works area is located entirely outside this SPA and SAC. Due to the small nature and scale of the proposed works, and the buffering distance from the works boundary to the SPA and SAC, and the assimilative capacity of the ocean, there is no potential for significant indirect effects during the construction of the proposed works on this designated European site. Therefore, no pathway for significant effect on these European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects and the site is not within the Likely Zone of Impact (MKO, 2023).

No faunal species or evidence of faunal species associated with any European Designated sites were recorded within the proposed works site. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed works site mentioned in Section 6.2 provide supporting habitat for any QI/SCI species associated with nearby European Site (MKO,2023).

A screening for Appropriate Assessment by MKO in 2023 has been undertaken for the proposed scheme which has concluded that potential impacts associated with the proposed scheme, either alone or in combination with other plans and projects, will not result in likely significant effects on any European site in view of their conservation objectives. A Stage 2 Appropriate Assessment is therefore not required.

The proposed landscaping for the Scheme outlines that approx.70 new trees will be planted as part of the Scheme with significant increase in low level planting. This will enhance the treeline habitat within the site and provide more potential breeding sites for local birds.

There are some scheduled invasive species recorded on within the proposed projects lands, however, they are recorded in the wider area. There is potential for these species to spread to the subject lands during the Construction Phase. Species such as Japanese knotweed and Giant Hogweed can be spread via contaminated equipment being used on the Site. It is proposed that all machinery and equipment shall be clear from contamination of seed and plant fragments prior to commencement of works and site personnel should carry out best practice biosecurity measures. These measures will ensure there is no spread of invasive species to the Site during Construction Phase and hence, the residual effect of the spread of invasive species will not be significant.

## 7.10 Water

The nearest waterbody Brewery Stream\_010 crosses the site extents at two locations before flowing into the Dublin Bay. The Brewery stream is culverted underground through the site extents at Rockhill and at Main Street and Temple Road. Dublin Bay is located approx. 80m north of the proposed scheme.

Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.

The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle lane and footpath network, the river waterbody is culverted at the subject site and there is an existing drainage infrastructure in place to manage construction and operational related run off. No changes or upgrades is required to the existing drainage network or outfalls. The drainage system in Blackrock is connected to a combined sewer.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the water waterbodies. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

During Operational Phase, the proposed scheme will connect to the existing drainage infrastructure. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

## 7.11 Land, Soils, Geology and Hydrogeology

The 'Type 2p microcline porphyritic', Granite with microline phenocrysts, is the bedrock underlying the proposed scheme, and groundwater vulnerability is predominantly 'High' with patches of 'Extreme' vulnerability to the northern extents of the Scheme. The proposed scheme is underlain by a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.

There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. Having regard to the depth of the proposed excavations (max 1m), dewatering is not envisaged to be required during the works. The proposed scheme is not expected to give rise to any impacts on hydrogeology.

During the operational phase, new gullies will be installed which will revert surface water drainage to the current scenario. The drainage system in Blackrock is connected to a combined sewer. Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.

## 7.12 Archaeology, Architectural and Cultural Heritage

There is one Sites and Monuments Record (SMR) DU023-005 Cross (Class) located within the proposed scheme extent at Main Street. This site is also listed in the Record of Monuments and Places in DLR County Development Plan 2022-2028 and therefore subject to statutory protection under the provisions of National Monuments Act 1987 as amended. The proposed construction works includes the relocation of the Cross.

According to the Objective AH1 of the Blackrock Local Area Plan 2015-2025, 'It is an objective of the Council to create an improved setting for the Cross, an archaeological monument, as part of a wider public realm scheme'. The Cross – DU023-005 will be relocated to a prominent location in the new elliptical park that is being created outside Bank of Ireland. This new setting will bring additional attention to this monument.

It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.

There are no NIAH sites in or adjacent to the proposed scheme. However, there are some buildings along the proposed scheme primarily on the Main Street and Carysfort Avenue which are listed in the Record of Protected Structures (RPS) in DLR County Development Plan 2022-2028.

In considering that the proposed works will take place entirely within the existing road space, given the nature and scale of the construction activities and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on protected structures are identified during the construction of the proposed scheme.

There is an industrial heritage structure, a Milestone (Site No. 206) at the edge of footpath of Main Street, Blackrock. The Milestone will be maintained in-situ and undisturbed during the proposed scheme construction works.

However, given the nature and scale of the construction activities and the vibration associated with the construction works of the proposed scheme is not expected to be significant. Therefore, no potential effects on the industrial heritage structure.

The proposed scheme falls within the Blackrock Village Candidate Architectural Conservation Area (cACA). However due to the small nature and scale of the proposed works, there is no potential effects identified during the construction phase of the proposed scheme.

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure. It is a mechanism, which aims to identify and protect areas of special significance and promote an awareness of this significance.

Buildings falling within the boundaries of an ACA can be both protected structures and non-protected structures. There are certain implications for development within an ACA – protection generally relates to the external appearance of structures and features of the streetscape. It does not prevent internal changes or rearrangements provided that these changes do not impact on the external appearance of the structure. In accordance with Policy HER 18: Development within a Candidate Architectural Conservation Area (cACA) of the current DLR County Development Plan 2022-2028, *'It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed.'*

The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the Blackrock Village cACA.

It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.

### 7.13 Landscape and Visual

The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.

It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.

During the Operational Phase, the proposed scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments. Landscaping features will replace temporary planters and permanent seating will replace temporary throughout the village. Depending on the nature of changes, these are expected to be permanent significant positive impacts. There is also the potential for permanent significant positive effects on public realm through proposed changes to the streetscape.

### 7.14 Waste and Resources

During Construction Phase solid waste will be generated, however volumes requiring off-site management will not be significant. Given the nature of the proposed scheme, it is anticipated that demolition waste materials will comprise mainly of pavements, concrete kerbs, asphalt roadway and soil.

All waste materials arising during the construction phase of the proposed scheme will be segregated at source and placed in dedicated skips such as general waste, wood, mixed ferrous and concrete rubble on site to maximise the opportunity for reuse/recycling/recovery of materials.

All waste arisings will be transported off site by an approved Waste Contractor holding a current waste collection permit. Materials to be removed off site in skips or using haulage trucks and using the construction traffic egress points. All waste arisings requiring re-use, recycling, recovery or disposal off site will be brought to facilities holding the appropriate certificate of registration, licence or permit, as required.

A minor, negative and temporary effect on resource and waste is predicted during the construction phase of the proposed scheme.

No waste will be produced during the operational phase of the proposed scheme.

## 7.15 Material Assets

There are a number of utilities in place along and crossing the existing road along the proposed scheme, the majority of which are buried within roadways, footpaths, and verge space. These utilities include gas, electricity, water and telecommunication lines and associated infrastructure.

During construction, most of the public lighting columns will require relocation resulting in entirely new public design for the study area. There will be no major disruption expected. The proposed scheme might require minor and temporary disruption to facilitate new connections; however exact details have not yet been assessed. At detailed design stage, the proposed alignment will be optimised to minimise disruption to existing services.

No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.

## 7.16 The Possibility of Effectively Reducing the Impact

The potential exists at the construction stage for temporary impacts associated with localised traffic disruption, construction noise and dust, and impact to surface waters by runoff, sedimentation, and construction materials and debris. However, a site-specific CEMP will be prepared by the appointed contractor that will detail all mitigation measures required to effectively limit the potential of impacts related to the site works.

## 7.17 Cumulative Effects

The scheme is in parallel with the development of the BusConnects network which will increase the frequency of spine route bus links to Blackrock, further reducing traffic volumes. Greater Dublin Area Cycle Network Plan and Living Streets: Coastal Mobility Route, when granted/adopted, would improve the accessibility and sustainable mobility offering of Blackrock.

There are no significant negative cumulative effects given the scale and distance of the scheme from these projects. Cumulatively, the proposed scheme will improve the sustainable transport network in Blackrock resulting in a positive impact on the environment by promoting a modal shift from private car.

## SECTION 8: CONCLUSION

It is concluded that impacts associated with the Construction and Operational Phases of the proposed scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

- Characteristics of Project
- Location of Project
- Type and Characteristics of Potential Impact

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

Based on the information provided in this report, it is the opinion of Barry Transportation that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. However, the determination on EIA screening will be made by DLRCC.



## APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST

### Form 3

<b>Screening Determination:</b>		
<b>A. Case Details:</b>		
<b>Planning Register Reference:</b>		
<b>Development Summary:</b>	Living Streets - Blackrock	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purpose of AA Screening
Is an IED/IPC/Waste Licence or Waste Water Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If <b>YES</b> has the EPA been consulted?	N/A	
Have any other relevant <sup>3</sup> assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	
<b>B. Examination:</b>		
<b>1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):</b>		
	<b>If relevant, briefly describe the characteristics of the development.</b>  (i.e. the nature and extent):	

<sup>3</sup> Relevant assessments are those which have a significant bearing on the project.

<p>(a) The size and design of the whole of the proposed development (including any demolition works):</p>	<p>The proposed scheme consists of 5 sections namely Rock Hill and Main Street, George's Avenue, Main Street, Carysfort Avenue and Temple Road. The total length of the proposed scheme is 1.2km.</p> <p>Much of the existing footpaths will be broken out and replaced granite paving with new kerbs built along the existing road carriageway with no upgrades to the drainage network.</p>
<p>(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:</p>	<p>The DLRCC Planning and ABP website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed scheme. Projects of note are identified in Section 5.2 of this report.</p> <p>Given that there are no likely significant effects identified as a result of the proposed scheme, no cumulative effects are identified.</p>
<p>(c) Use of natural resources, in particular land, soil, water and biodiversity:</p> <p><i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i></p>	<p>The proposed scheme involves the use of minimal construction work which will lead to reduction in the use of natural resources.</p> <p>The scheme will include excavation of existing carriageway, footpaths and foundations and replacement of new carriageway and footpaths. New kerbs will be built along the existing road carriageway. The scheme includes for the plantation of no. 18 new trees with additional low-level planting and retaining the existing trees located within the site extents.</p>
<p>(d) Production of waste:</p> <p><i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>The scheme involves minor excavation works for ducting required for traffic signals. Subbase road materials will be reused where possible.</p>
<p>(e) Pollution and nuisances:</p> <p><i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.</p>

<p>(f) Major accidents and disasters:</p> <p><i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>The proposed scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan.</p>
<p>(g) Risks to human health, for example due to water contamination or air pollution:</p>	<p>The proposed scheme has the potential impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services</p>
<p><b>2. Location of proposed development:</b></p>	
<p><b>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</b></p>	<p><b>If relevant, briefly describe the characteristics of the location</b></p> <p>(with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally describe the location of the site and its surroundings:</p>	<p>The proposed scheme lies in the Blackrock District which is a historic and well-established urban village within the County of DLRCC. It is located 8 km south of Dublin City Centre and approximately 3 km north-west of Dún Laoghaire town. Blackrock lies adjacent to the coastline of Dublin Bay and east of the N11 National Road. Blackrock is identified as an area for 'Development and Regeneration' in the current County Development Plan.</p> <p>The proposed scheme consists of Rock Hill and Main Street, George's Avenue, Main Street, Carysfort Avenue and Temple Road.</p>

<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> <li>- European site</li> <li>- NHA/pNHA</li> <li>- Designated Nature Reserve</li> <li>- Designated refuge for flora or fauna</li> <li>- Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.</li> </ul>	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 75m north of the proposed scheme.</p> <p>The nearest pNHA to the site is the South Dublin Bay pNHA which is located approximately 155m from the proposed scheme extents. There are no NHA's around the 15km buffer of the proposed scheme.</p> <p>There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the proposed scheme.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16). The Brewery stream flows which is crosses the scheme at two locations (at the north of Rockhill and crosses the western extents at Main Street and Temple Road) which is culverted beneath the site extent.</p> <p>The nearest coastal waterbody is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 80m north of the scheme.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.</p> <p>It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>There is one Record of Monuments and Places, DU023-005 Cross (Class) within the scheme extent. The scheme is 70m outside the nearest ACA to north of Temple Road. There are several recorded protected structures in the scheme route primarily on the Main Street and Carysfort Avenue. There is one Candidate Architectural Conservation Area (cACA) at Indrone Terrace located approx. 20m north of Rock Hill and Main Street.</p>
<p>(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?</p>	<p>The proposed scheme is located in densely populated area in Blackrock. The scheme are majorly surrounded by residential and district centre with the Blackrock Village shopping centre and Blackrock Business Park in close proximity of the scheme.</p>

<p>(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?</p>	<p>The site of the proposed scheme is within proximity to a couple of designated sites. South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC are both located 75m from the proposed scheme extents.</p>
<p>(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?</p>	<p>The river water body Brewery Stream_010 runs through the site extents at two locations (culverted beneath the sites) before flowing into the Dublin Bay. Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.</p> <p>The stream flows in northerly direction into Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 80m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.</p>
<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>The proposed scheme does not fall within CFRAM river flood extents. There is one past flood event recorded, ID-11687 on 24 November 2011 located at the eastern end of the scheme extents. However, due to the small nature and scale of the proposed works there is no potential flood risk.</p>
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>No additional considerations in addition to those previously identified above are specific to this location.</p>

<p><b>3. Types and characteristics of potential impacts:</b></p>		
<p><b>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</b></p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p><b>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</b></p>	<p><b>Is this likely to result in significant effects on the environment?</b></p>
<p><i>Population and human health:</i></p>		
<p>The proposed scheme represents a continuation in use of an existing transport corridor.</p> <p>A potential slight negative, temporary effect on Population and Human Health is identified during the</p>	<p>None Required</p>	<p>No</p>

<p>construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.</p> <p>When completed, the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout Blackrock District centre.</p>		
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.<sup>4</sup> *</i></p>		
<p>No faunal species or evidence of faunal species associated with any European Designated sites were recorded within the proposed works site. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed works site mentioned in Section 5.2 provide supporting habitat for any QI/SCI species associated with nearby European Site (MKO,2023).</p>	<p>None Required</p>	<p>No</p>
<p><i>Land, soil, water, air and climate:</i></p>		
<p>Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.</p> <p>The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle lane and footpath network, the river waterbody is culverted at the subject site and there is existing drainage infrastructure in place to manage construction and operational related run off.</p> <p>The proposed scheme is underlain by a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.</p>	<p>The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures</p>	<p>No</p>

<sup>4</sup> -And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the Operational Phase, the proposed scheme may lead to pollution of soils and geology from accidental spillages on the road which have the potential for both temporary and permanent significant negative effects.</p> <p>Due to limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.</p>		
<p><i>Material assets, cultural heritage and the landscape:*</i></p>		
<p>During construction, most of the public lighting columns will require relocation resulting in entirely new public design for the study area. The proposed scheme might require minor diversion works to some section of existing utilities and their corresponding infrastructure to facilitate the scheme; however exact details have not yet been assessed. At detailed design stage, the proposed alignment will be optimised to minimise disruption to existing services.</p> <p>There is one Sites and Monuments Record (SMR) DU023-005 Cross (Class) located within the proposed scheme extent at Main Street. The proposed construction works includes the relocation of the Cross. The Cross – DU023-005 will be relocated to a prominent location in the new elliptical park that is being created outside Bank of Ireland. This new setting will bring additional attention to this monument.</p> <p>There are no NIAH sites in or adjacent to the proposed scheme. However, there are some buildings along the proposed scheme primarily on the Main Street and Carysfort Avenue which are listed in the Record of Protected Structures (RPS) in DLR County Development Plan 2022-2028.</p> <p>In considering that the proposed works will take place within the existing road space, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant.</p> <p>There is an industrial heritage structure, a Milestone (Site No. 206) at the edge of footpath of Main Street, Blackrock. The Milestone will be maintained in-situ and undisturbed during the proposed scheme construction works.</p>	<p>It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.</p>	<p>No</p>

<p>The proposed scheme falls within the Blackrock Village Candidate Architectural Conservation Area (cACA). However, due to the small nature and scale of the proposed works, there is no potential effects identified during the construction phase of the proposed scheme.</p> <p>It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>		
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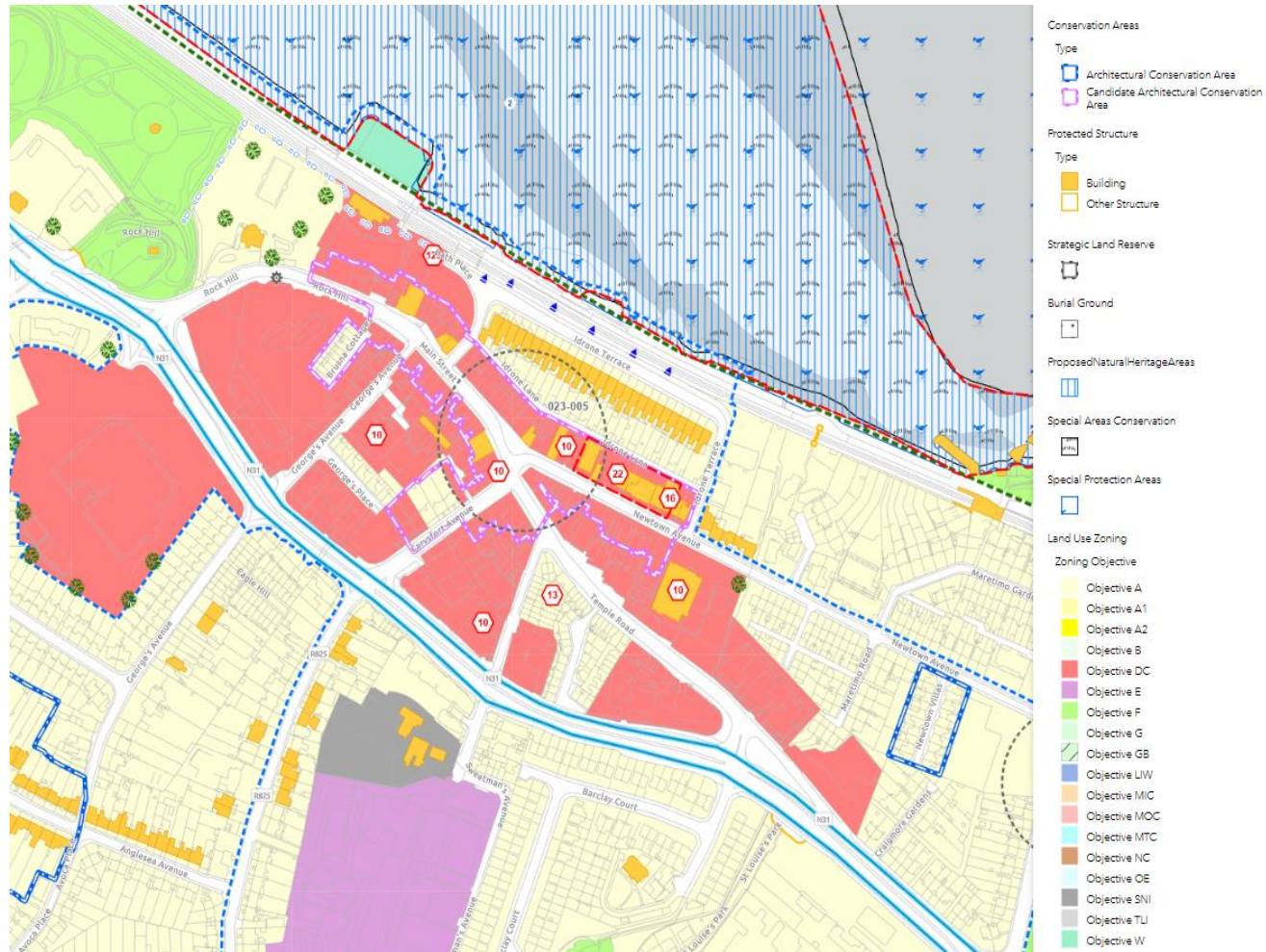
<b>Cumulative effects:</b>		
<p>The DLRCC Planning website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed scheme. Existing or permitted projects of significance within 1km of the proposed scheme site which have the potential to give rise to cumulative effects were identified (refer to Section 4.2).</p> <p>Considering the identified projects and potential projects in the area surrounding the proposed scheme site, none are anticipated to have a significant effect on the baseline environment. Therefore, these projects are unlikely to give rise to significant cumulative effects with the proposed scheme.</p>	None Required	No
<b>Transboundary effects:</b>		
<p>The proposed scheme will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed scheme.</p>	None Required	No
<b>4. Additional Considerations:</b>		
<p>Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):</p>	The conclusions of the AA Screening Report have been considered in the preparation of this report.	
<p><b>Other</b> relevant information/ <b>considerations of note:</b></p>		
<b>C. Determination:</b>		
<p><b>No real likelihood</b> of significant effects on the environment.</p>	<input type="checkbox"/> <input checked="" type="checkbox"/>	EIAR is not required



<p><b>Real likelihood</b> of significant effects on the environment.</p>	<input type="checkbox"/>	<p>EIAR is required</p>
<p><b>D. Main Reasons and Considerations:</b></p>		
<p>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:</p> <ul style="list-style-type: none"> <li>(a) Set out the main reasons and considerations specific to the nature, size, or location of the proposed development, and the types and characteristics of potential impacts:</li> <li>(b) Where relevant, reference any key mitigation measures of significance to the screening determination:</li> <li>(c) Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g. SEA, AA screening, AA):</li> <li>(d) Any other relevant information:</li> </ul> <p>It is considered that the proposed development would/ would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact assessment report is/ is not therefore required.</p>		

## APPENDIX 2: BLACKROCK DESIGN

## APPENDIX 3: PROTECTED STRUCTURE





*Dún Laoghaire-Rathdown County Council*

*Living Streets - Blackrock*

*EIA Screening report*



*Dún Laoghaire-Rathdown County Council*

*Living Streets - Blackrock*

*EIA Screening report*