

Client:

Dún Laoghaire-Rathdown County Council

Project:

# Living Streets: Dún Laoghaire

Report:

## EIA Screening Report



# Document Control Sheet

<b>Client:</b>	Dún Laoghaire-Rathdown County Council
<b>Project Title:</b>	Living Streets: Dún Laoghaire
<b>Document Title:</b>	EIA Screening report
<b>File Name:</b>	22410-BTL-XX-DL-RP-EN-00075_EIA_Screening_report_Dun_Laoghaire

Document Revision				Document Verification			
Issue Date (DD/MM/YY)	Revision Code	Suitability Code	Author (Initials)	Checker (Initials)	Reviewer As Per PMP (Initials)	Approver As Per PMP (Initials)	Peer Review (Initials or N/A)
25/07/2023	P01	S03	DD		EP	RC	N/A
21/08/2023	P02	S03	DD		EP	RC	N/A
07/09/2023	PO3	S03	DD		EP	RC	N/A
13/10/2023	CO1	S04	DD		EP	RC	N/A

# Table of Contents

<b>SECTION 1:</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>SECTION 2:</b>	<b>DESCRIPTION OF PROPOSED DEVELOPMENT .....</b>	<b>2</b>
	2.1 Site Context .....	2
	2.2 Policy Context.....	4
	2.3 Overview of the proposed scheme .....	5
<b>SECTION 3:</b>	<b>LEGISLATIVE CONTEXT .....</b>	<b>6</b>
	3.1 Introduction .....	6
	3.2 EIA Directive .....	6
	3.3 National Legislative Framework for EIA .....	7
	3.4 Mandatory EIA .....	8
	3.5 EIA Screening Criteria for Sub-Threshold Development .....	11
	3.6 Guidance.....	13
<b>SECTION 4:</b>	<b>EIA SCREENING METHODOLOGY .....</b>	<b>15</b>
	4.1 Step 1. Understanding the Proposal.....	15
	4.2 Step 2: Preliminary Examination.....	16
	4.3 Step 3: Formal Screening Determination .....	18
<b>SECTION 5:</b>	<b>CHARACTERISTICS OF PROJECT .....</b>	<b>19</b>
	5.1 The size and design of the whole project .....	19
	5.2 Cumulation with other existing and/or approved projects.....	20
	5.3 The use of natural resources in particular land, soil, water and biodiversity .....	22
	5.4 The production of waste .....	23
	5.5 Stormwater drainage .....	23
	5.6 Pollution and nuisances.....	23
	5.7 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.....	28
	5.8 The risks to human health (for example due to water contamination or air pollution).....	29
<b>SECTION 6:</b>	<b>LOCATION OF PROJECT .....</b>	<b>31</b>
	6.1 The existing and approved land use.....	31
	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. ....	31
	6.3 The absorption capacity of the natural environment, paying particular attention to the following areas. ....	33
<b>SECTION 7:</b>	<b>TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT .....</b>	<b>37</b>
	7.1 The magnitude and spatial extent of the impact.....	37
	7.2 The nature of the impact.....	37
	7.3 The transboundary nature of the impact.....	37
	7.4 The probability of the impact.....	37
	7.5 The Possibility of Effectively Reducing the Impact .....	37
	7.6 Traffic and Transport .....	37
	7.7 Air Quality .....	38
	7.8 Noise and Vibration .....	38
	7.9 Population and Human Health.....	39
	7.10 Biodiversity.....	39
	7.11 Water .....	40
	7.12 Land, Soils, Geology and Hydrogeology .....	40
	7.13 Archaeology, Architectural and Cultural Heritage.....	40
	7.14 Landscape and Visual .....	41
	7.15 Waste and Resources .....	42

7.16	Material Assets .....	42
7.17	Cumulative Effects .....	42
<b>SECTION 8:</b>	<b>CONCLUSION .....</b>	<b>43</b>
<b>APPENDIX 1:</b>	<b>FORM 3 – OPR SCREENING CHECKLIST .....</b>	<b>44</b>
<b>APPENDIX 2:</b>	<b>SCHEME DRAWINGS.....</b>	<b>53</b>
<b>APPENDIX 3:</b>	<b>DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN MAP .....</b>	<b>.....</b>

## 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: Dún Laoghaire. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the proposed Living Streets: Dún Laoghaire should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the development. This document also sets out the information necessary to undertake the EIA screening assessment in respect of the proposed development 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 DEVELOPMENT

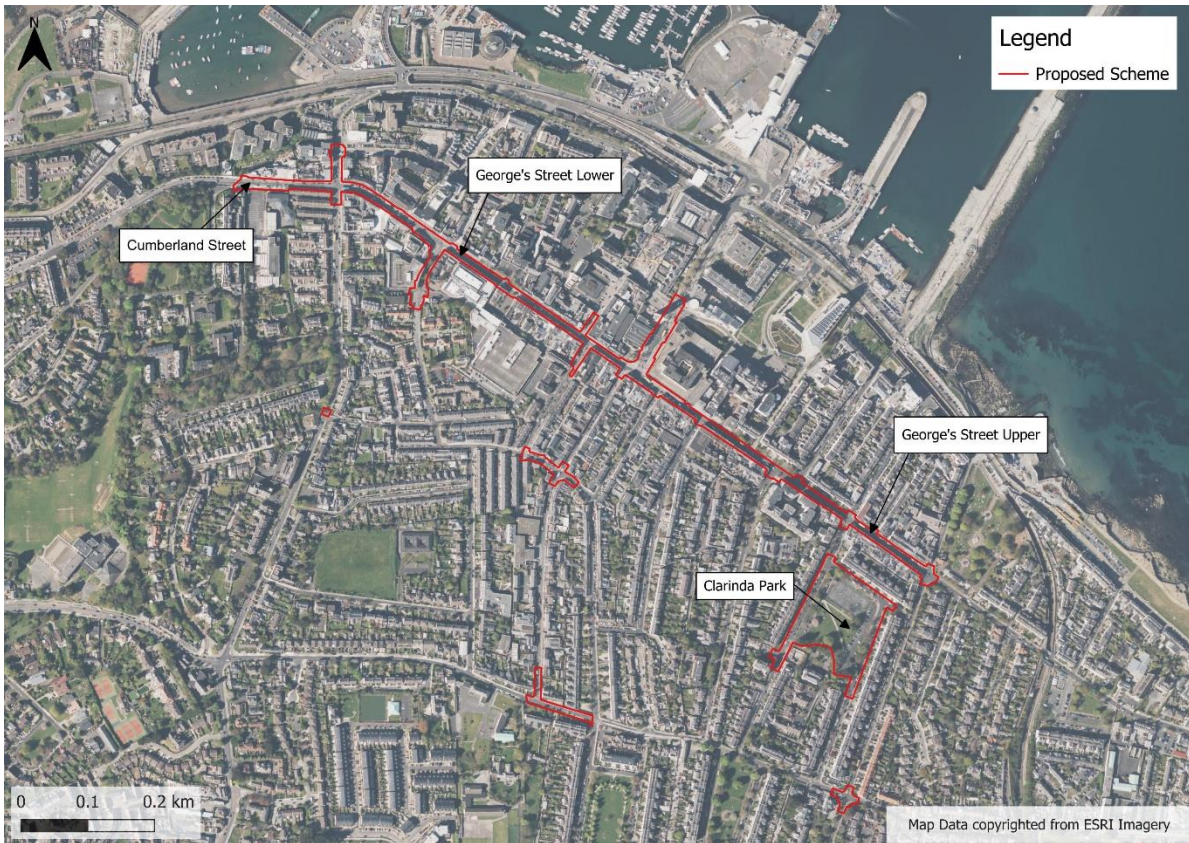
### 2.1 Site Context

The site of the proposed works is located in Dún Laoghaire, Co. Dublin. The proposed works commence at Cumberland Street, continue to George’s Street Lower and George’s Street Upper as well as Marine Avenue, Library Road, Convent Street, Sussex Street and Clarence Street. Works have also been proposed at Cross Avenue, Tivoli Road, and Clarinda Park. The total works area is 2km in length. To the north of the proposed works is Dublin Bay, Dun Laoghaire Harbour and railway lines. To the west, and south are existing roads, and residential & commercial buildings. The site can be accessed by several roads including via the N31 and via R119.

Refer to Figure 2-1 and Figure 2-1 for the location and site extents of the proposed scheme respectively.



**Figure 2-1: Location of the proposed scheme (Base map source: Open Street Map)**



**Figure 2-2: Scheme Extents (Base map Source: Bing Virtual)**

The following streets are included in the Living Streets: Dún Laoghaire scheme:

### 2.1.1 George's Street Lower from St. Michael's Hospital to De Vesci Tce/Cumberland St Junction

At present, there is a two-way street allowing traffic to travel in a north-western and south-eastern direction, linking Monkstown Road to Dun Laoghaire through Cumberland Street and George's Street Lower. The current layout has a footpath on either side of the road, a single traffic lane either way for most of the section and intermittent parking on the northern sides of the road, except outside the Dun Laoghaire Further Education Institute where parking can be found on both sides of the road. There are no cycle lanes provided.

### 2.1.2 George's Street Lower from Patrick's Street to Convent Lane

At present, there is a one-way street allowing traffic to travel in a north-western direction, linking George's Street Upper to the other section of George's Street Lower. The current layout has a footpath on either side of the road and a single traffic lane. Some sections of the footpath have areas in front of restaurants and cafes that are used as outdoor dining areas. There are no cycle lanes provided.

### 2.1.3 George's Street Upper

At present, there is a two-way street allowing traffic to travel in a north-eastern and south-western direction, linking George's Street Lower to Summerhill Road. The current layout has a footpath on either side of the road, a single traffic lane and controlled on-street parking on the southern side of the road along sections. In addition to parking bays there is a loading bay and designated accessible parking spaces for disabled person parking permit holders. There are multiple restaurants, shops and businesses along the street. There is also access to Dun Laoghaire Garda Station and District Court. There are no cycle lanes provided.

### 2.1.4 Area Between Tivoli Road, George’s Street Lower, Glenageary Road Lower and York Road

At present, both one-way and two-way streets in the greater area typically have a row of parking on one side of the road, although some streets have parking on both sides, and some do not have any parking. The greater area is mostly residential, with the exception of a small number of businesses, restaurants/cafes, and schools. There are no cycle lanes provided.

### 2.1.5 Clarinda Park

At present, the road network around Clarinda Park is operating as a one-way system. There is parking on both sides of the road on Clarinda Park West and Clarinda Park North, and on the residential side of the road on Clarinda Park East. Within the historical boundary of the park, there is a significant amount of parking spaces (37 on the west side and 58 on the east side). The area surrounding the park is mostly residential with some businesses located in Clarinda Park North, and there are footpaths on all side of the roads except for the park side of the road on Clarinda Park North.

## 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>• EU Transport White Paper 6</li> <li>• European Union Green Deal</li> <li>• Road Infrastructure Safety Management (RISM) Directive</li> <li>• European Urban Mobility Framework</li> </ul>
National	<ul style="list-style-type: none"> <li>• National Planning Framework - Project Ireland 2040;</li> <li>• National Development Plan 2021 - 2030 - Project Ireland 2040;</li> <li>• National Investment Framework for Transport in Ireland (NIFTI)</li> <li>• National Sustainable Mobility Policy;</li> <li>• Road Safety Authority Road Safety Strategy 2021 - 2030;</li> <li>• Climate Action Plan 2023</li> <li>• National Physical Activity Plan</li> <li>• Building for Everyone: A Universal Approach – Planning and Policy 2012</li> <li>• Town Centre First</li> </ul>
Regional	<ul style="list-style-type: none"> <li>• Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019 - 2031;</li> <li>• GDA Cycle Network Plan 2022;</li> <li>• NTA Transport Strategy for the Greater Dublin Area 2022 – 2042</li> </ul>
Local	<ul style="list-style-type: none"> <li>• Dún Laoghaire-Rathdown County Council Development Plan 2022-2028</li> <li>• DLR Climate Change Action Plan 2019 – 2024</li> <li>• Dún Laoghaire-Rathdown Age-Friendly Strategy 2022-2026</li> <li>• Dún Laoghaire-Rathdown Cycling policy</li> </ul>
Guidance Documents	<ul style="list-style-type: none"> <li>• Design Manual for Urban Roads and Streets (DMURS)</li> <li>• Cycle Design Manual</li> <li>• National Investment Framework for Transport in Ireland (NIFTII)</li> <li>• Traffic Signs Manual</li> </ul>



	<ul style="list-style-type: none"> <li>• Traffic Management Guidelines</li> </ul>
--	---

A summary of the applicable policy in relation to the proposed scheme is detailed above in Table 2. 1 with further detail provided in Policy Context Section 4 of the Living Streets: Dún Laoghaire Part 8 Planning report.

### 2.3 Overview of the proposed scheme

Living Streets Dún Laoghaire is a mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2020 the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire.

The principal objectives of the scheme are:

- To make walking, cycling, and public transport more convenient, enjoyable, and safer for all.
- To improve connections between bus, rail, and active travel facilities to make it easier for people to get around.
- Improve the environment by reducing traffic and related noise and air pollution and increasing planting in public spaces.
- To promote equitable travel options and urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.
- To enhance the economic vibrancy of Dún Laoghaire as a mixed-use town and its attractiveness as a destination by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to linger in.
- To promote health and well-being in the community by enabling safer active travel and enhancing the public realm for outdoor play, recreation, and social interaction.

The specific elements of the scheme are discussed in detail below in Section 5.1.

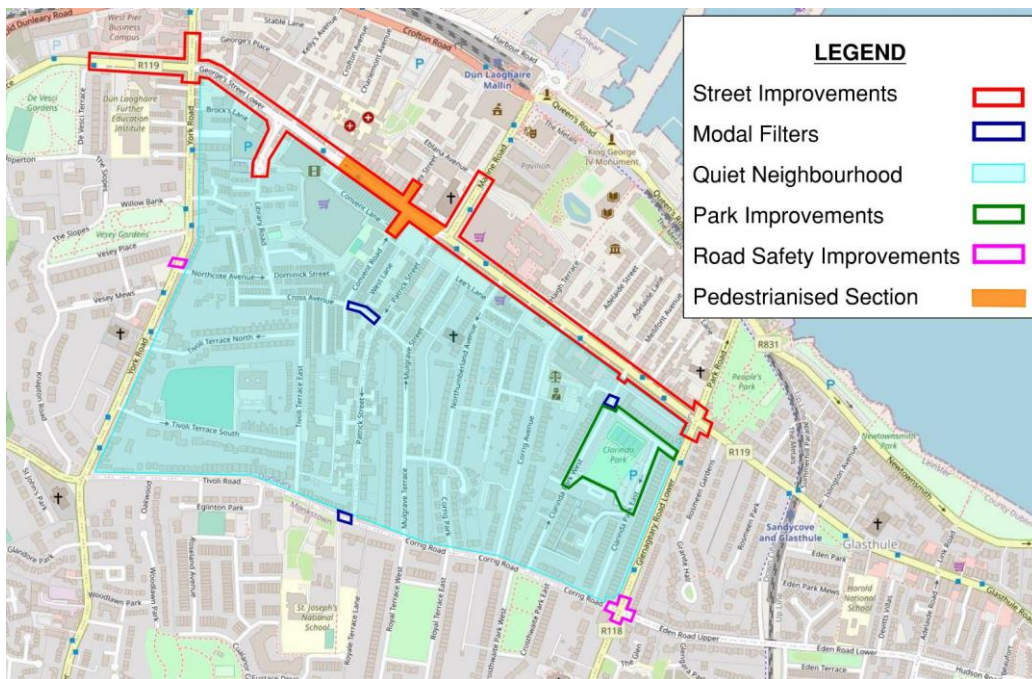


Figure 2-3: Scheme Overview Map

## SECTION 3: LEGISLATIVE CONTEXT

### 3.1 Introduction

Environmental Impact Assessment 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 3.3 and 3.4. 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, sections 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

Schedule 5 of the Planning & Development Regulations 2001 (Article 93), as amended sets out a number of classes and scales of development that require EIA. Schedule 5 (Part 1) of the Planning and Development Regulations 2001 (as amended), list types of development and relevant thresholds that inform when a mandatory Environmental Impact Assessment Report (EIAR) is required. Generally, these developments consist of intensive industrial, waste management and transport projects. The proposed development does not fall within any of the types of development listed therefore does not require a mandatory EIAR.

Schedule 5 (Part 2) lists various types of development and associated thresholds. Where a proposed development falls within the type of development and meets or exceeds the relevant threshold, a mandatory EIA is required, taking into account the information set out within Schedule 7A of the Planning and Development Regulations 2001 (as amended).

The term "sub-threshold development" means development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development. Sub-threshold development should be screened with regard to the requirements set out in Schedule 7A of the Regulations.

The most relevant class of development within Part 2 (Schedule 5) is 'urban development' in relation to Infrastructure projects, that refers as follows:

Schedule 5, Part 2, Class 10 (b) (iv) –

*'Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere.*

*(In this paragraph "Business District" means a district within a city or town in which the predominant land use is retail or commercial use.)'*

The European Commission guidance on 'Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015)' interprets 'urban development' as following:

- Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could include bus garages, train depots which are not explicitly mentioned in the EIA Directive.
- Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also fall in this category. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.

- Projects to which the terms 'urban' and 'infrastructure' can relate, such as the construction of sewerage and water supply networks, could also be included in this category.

The proposed development does not have similar characteristics to any of these types of projects.

However, the High Court judgement in the case of *Carvill & Flynn vs Dublin City Council & Ors*. [2021] IEHC 544 provides a broad interpretation of the 'urban development' project type. The development in the case was a cycleway. The judgement considered it to fall into the 'Urban Development' project type since the development involved works that comes within the nature of building or construction. Consequently, it did not make any reference to the Commission Guidance. Therefore, in view of the above case law the proposed development cannot be ruled out from being interpreted as 'urban development'.

The zoning map for Dún Laoghaire shows the extent of the major town centre (MTC) zoning objective in blue where retail and commercial type uses are 'permitted in principle'. The most recent County Development Plan has made reference to major town centers which include Dún Laoghaire being multi-functional centers, which extend beyond retail and commercial to meet the needs of the community. In terms of the retail hierarchy the Greater Dublin Area Dún Laoghaire is at level two below Dublin City and therefore in policy terms is at the top of the retail hierarchy of the county. Employment in DLR is not located solely within the main Objective 'E' zoned employment lands but rather spread across a range of zoning categories including significant concentrations in Major Town Centre and District Centre lands where commercial development is 'Permitted in Principle'.

The Interim Urban Framework Plan for Dún Laoghaire (Appendix 17 of the Dún Laoghaire- Rathdown County Development Plan 2022-2028) sets out that George's Street Upper and Lower as "taking in the retail and commercial core of Dún Laoghaire Town Centre" (pg 1) and also that they are the "Main Street" of the Town.

The description of the quarters provides additional references to character in terms of commercial/retail function. The 'DÚN LAOGHAIRE 2040 A Spatial and Economic Study for Dún Laoghaire Town' includes a land use survey (2020) which shows a strong concentration of commercial/retail uses along Georges Street Upper and Lower ( and side streets).

On the basis of all of the above Georges Street Upper and Lower, Sussex Street and Marine Road can be seen to fall into the definition of a business district.

Clarinda Park is zoned objective 'A', 'To provide residential development and improve residential amenity while protecting the existing residential amenities', where residential use is 'permitted in principle'. It is shown in the 'DÚN LAOGHAIRE 2040 - A Spatial and Economic Study for Dún Laoghaire Town' as a residential district in terms of land use (while noting that there are some business premises in Clarinda Park North). Tivoli Road is also considered to be located in a predominantly residential area.

With regards to Cross Avenue despite the MTC zoning of some of the northern part of the street, the predominant land use is residential. Therefore, it is appropriate not to include this in the business district for the purpose of the EIA threshold.

Therefore, in summary, the subject development is located in an urban area. The legislation has defined that a "*Business District*" means a district within a city or town in which the predominant land use is retail or commercial use. The buildings along George's Street Upper and Lower and adjoining side roads, Cumberland Street and Marine Road, as per the proposed scheme extents (as shown in Appendix 3: Dún Laoghaire Rathdown County Development Plan Map) are in mixed uses with a predominance of retail and commercial use, where the 2ha threshold would apply, considered as 'Business Districts'. The length of proposed scheme is 1.2km and the overall proposed scheme area within a 'Business District' is approx. 1.75ha which is equivalent of 87.5% of this threshold.

The proposed locations for the modal filters and the works in Clarinda Park are situated in residential areas where a 10ha threshold would apply, that is 'Other parts of a built-up area'. The combined area of these sections is approx. 2.55ha which is below the 10 Hectare threshold.

In consideration of the Carvill & Flynn judgement, the proposed scheme falls into the 'Urban Development' project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 4ha with approx. 1.75ha considered to fall in business district threshold type, it falls below the scale threshold and is not subject to 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)
(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:	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;	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(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.		S. 50(1)(b) of the Roads Act, 1993 (as amended)

(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.		S. 50(1)(c) of the Roads Act, 1993 (as amended)
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 —	(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)	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)
	(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)	
	(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.	
If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).		

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 as set out above shall take into account the criteria set out in Schedule 7 which provides a list of criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment.

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).
- 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. 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 3.6.1. The OPR have 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 2.1, the proposed development aims to provide new, high-quality cycle facilities and improve existing facilities for pedestrians and bus users to the R132 Inner Relief Road. Thus, the proposed development is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed development.

#### 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 development needs to be screened for EIA.

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

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

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

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

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

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

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

With regards to the proposed development, most relevant class of development within Part 2 (Schedule 5) is Class 10 (b) (iv) 'Urban Development' which states,

*'Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere.'*

*(In this paragraph “Business District” means a district within a city or town in which the predominant land use is retail or commercial use.)*

If taking account of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 4ha with approx. 1.75ha considered to fall in business district threshold type, it falls below the scale threshold and is not subject to mandatory EIA.

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 3.6.

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 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**

<b>Preliminary Examination:</b>		
The planning authority shall carry out a preliminary examination of, at the least, <b>the nature, size or location of the development.</b>		
	<b>Comment:</b>	<b>Yes/No/ Uncertain:</b>
<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.</p> <p>The proposed 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 on George’s Street Upper and Lower.</p> <p>Given the size and small nature of works of the proposed development, significant waste,</p>	No

	emissions of pollutants are not expected to arise as a result of the works.	
<p><b>Size of the development:</b></p> <p>Is the size of the proposed development exceptional <i>in the context of the existing environment</i>?</p> <p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c.1.2km length.</p> <p>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>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?'</p> <p>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</p>	<p>The proposed active travel route is in close proximity to South Dublin Bay and River Tolka Estuary SPA located approx. 250m north of proposed scheme and South Dublin Bay SAC located approx. 800m east from the proposed scheme extents.</p> <p>The nearest waterbody to the proposed scheme is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 800m north of the scheme. The Brewery Stream_010 (EPA Mapping) is approx. 600m west of the proposed scheme that flows into the Dublin Bay. However, this stream is culverted.</p> <p>There is one Sites and Monuments Record (SMR), Martello tower (DU023-017) located approx. 60m from the south extents of the proposed scheme. There are number of Protected Structures located along the scheme route. The proposed scheme falls within Clarinda Park Architectural Conservation Area and is adjacent to two other ACAs, and one Candidate ACA.</p>	<p>Uncertain</p> <p>Uncertain</p> <p>Uncertain</p>

**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)		
<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>

		Yes
--	--	-----

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

As outlined in Section 3.5, 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 4.2, a formal screening determination must take place. Sections 3.6 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, DLR Council 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

Schedule 7 of Planning and Development Regulations 2001, as amended requires that the characteristics of proposed development are identified. The section provides information on the physical characteristics of the proposed scheme, as is required under paragraph 1 of Schedule 7A of the Planning and Development Regulations 2001, as amended under following headings below.

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.

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

Living Streets Dún Laoghaire is a mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2020 the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire.

The specific elements of the scheme and its design details are discussed below and shown in the Appendix 2: Dun Laoghaire Design for the layout and design of the proposed scheme.

#### Street Improvements

The scheme will involve an upgrade of 1.2 km of George's St from the junction of De Vesci Terrace on Cumberland St to the junction by the People's Park. Footpaths on both sides of the road will be repaved using high quality durable granite paving, The road carriageway will be narrowed to a maximum width of 6m, and the remaining space is proposed to be used to provide wider footpaths, seating and planting. Continuous footpaths will be provided across all side roads that will emphasise the pedestrian priority along this route. The scheme will provide high quality surfaces free of clutter and trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 100 new trees will be included in the works along with areas of low-level planting. Rain gardens will also be introduced, these areas of vegetation will catch and store rainwater during times of heavy rainfall reducing the burden on water treatment facilities. A new public lighting system will also be provided.

The scheme will pedestrianize 220m of George's St Lower from the junction with Patrick's St to St Michael's Hospital, the street will remain open to servicing traffic in the morning to facilitate loading but will be fully closed to traffic outside of these hours. Two clear areas will be maintained on either side of the street and the central area of the street will feature new seating, planting, and areas for loading (as shown in the image below). Casual seating for local businesses will also be facilitated in this area. Sections of Convent Road and Sussex Street will also be pedestrianised, and these areas will see the creation of two small enclosed parklets

Changes will be required to the parking system with 16 on street parking spaces being removed. There will be an increase in the number of designated disabled parking spaces from 9 to 14 and loading bays from 4 to 8. Increasing the number of disabled bays, paired with wider, level footpaths will increase accessibility throughout the town centre. The majority of loading bays will be hybrid loading/parking bays, meaning that outside loading hours, they can be used as regular car parking spaces. New electronic smart signage is being considered that will direct people to the various private multi storey car parks in the town and identify the number of spaces that are free.

These street improvements will make the town more accessible, welcoming, vibrant and improve its attractiveness as a destination. It will enhance the economic vibrancy of Dún Laoghaire as a mixed-use town by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to spend time in. It will also provide an urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.

## Modal Filters and Quiet Neighbourhood

The provision of the three modal filters (on Tivoli Road, Cross Avenue and Clarinda Park West) will remove through traffic from the area and make it easier and safer to walk and cycle within the town. These traffic calmed routes will enhance the connectivity for pedestrians and cyclists between George's Street and its surrounding areas. These interventions will also create safer walking and cycling routes to Dominican Primary School and St Josephs's National School. Key active travel routes will also be enhanced through the provision of continuous footpaths across side roads.

Modal filters are areas of road that are closed to car traffic but remain open to pedestrian and cycle traffic. This can be as simple as placing bollards on the road but in this case, they involve the creation of three new parklets, with permanent in ground planting and new seating areas.

A mobility study was undertaken to assess the impacts of the traffic management changes, all destinations will still be reachable by car (except for those located within the pedestrianised zone), although some trips would take slightly longer, (2-4 mins) after the modal filters are in place. The modal filters will improve the environment by significantly reducing traffic and related noise and air pollution, including removal of all HGV through trips, and will create three new parklets with new planting and seating in public spaces.

## Park Improvements

As part of this scheme a major upgrade is proposed to Clarinda Park. The car parking that is currently located in the park is proposed to be removed (loss of 66 spaces) and replaced with green areas, this would increase the size of the park and return it to its historical boundaries. Biodiversity will be increased using pollinator friendly planting and the creation of separate areas dedicated to providing high quality woodland and meadow habitat, new semi-mature native trees will also be planted throughout the park. New seating, artwork and recreational amenities such as a climbing wall with outdoor gym are also proposed for the park.

## Road Safety

This scheme also involves some additional road safety measures. The junction of Glenageary Road Lower and Corrig Road will be upgraded, this will remove street clutter from locations where the footpaths are narrow, reduce the length of pedestrian crossings and provide more footpath space for pedestrians waiting to cross the road. A new signalised pedestrian crossing is also proposed on York Road at Northcote Avenue to allow pedestrians to safely cross the road here, this will also serve as a traffic calming measure.

## Surface water Drainage

The impermeable area associated with the existing scenario will be reduced in the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. 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. Sustainable Urban Drainage Systems (SUDs) will be used wherever possible to improve treatment and attenuation of surface water, prior to entering the existing drainage network. The use of tree pits and urban raingardens are proposed that will catch and store rainwater.

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

The following sources were reviewed in September 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 and relevant projects that can impose a cumulative impact are summarised below:

- ABP-304249-19: A planning permission for a strategic housing development on a 0.2768-hectare site at the Old School House, Eblana Avenue, Dún Laoghaire, Co. Dublin. The development will consist of the demolition all existing buildings on site and the construction of a part-four to part-six storey over part-basement/ part-lower ground floor Build-to-Rent shared living residential development comprising 208 number single occupancy bed spaces. Grant permission for provided for the planning application.
- ABP 306949: Demolition of existing dwelling and other structures, conversion of Dalguise House to 2 no. houses, construction of 298 no. residential units (22 no. houses, 276 no. apartments), creche and associated site works. Grant permissions with conditions provided for the planning application on 25/08/2020.
- D18A/1196: Permission for a single storey extension of 21 sqm to provide three ambulant treatment bays to the rear of the Emergency Department. The application received a grant permission decision in February 2019.
- Coastal Mobility Interventions from Newtown Avenue to Sandycove: This scheme involved implementation of coastal mobility interventions aimed at promoting and facilitating walking and cycling along the strategic coastal transport corridor in the County. It developed a 3.6km section of temporary, segregated two-way cycleway from Newtown Avenue in Blackrock to Sandycove and the Forty Foot bathing area through the reallocation of road space and introduced a one-way system for vehicles on Seapoint Avenue, Queen's Road, Windsor Terrace, and Marine Parade. It was constructed in the summer of 2020 and has been in place since then. An EIA screening was carried out and concluded that the proposed development did not correspond to any prescribed project type and had no real likelihood of causing significant environmental effects, and as a result did not need to be subjected to Environmental Impact Assessment. An AA screening was also carried out and concluded that the scheme was not foreseen to give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects. This evaluation was made in view of the conservation objectives of the habitats or species for which these sites were designated. Consequently, a Stage Two AA (NIS) was not required.
- BusConnects Network Redesign: The National Transport Authority published the new Dublin Area Bus Network in September 2020. The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021. The NTA has decided to introduce the new network on a phased basis. The implementation will take place over a number of years commencing in 2021 with 11 phases and will be subject to Government funding.
- Living Streets: Blackrock – This scheme 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.

- Living Streets: Coastal Mobility Route - This scheme aims to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. The length of the entire scheme is 4.5km which extends between the Newton Avenue and Sandycove Avenue. This project has been presented and noted at the Area Committee meeting.
- PC/H/03/22 Proposed Housing Development 27 Patrick Street, Dún Laoghaire, Co. Dublin. Three storey apartment development comprising three 1-bed units and one 2 -bed unit, bicycle parking and bin storage. In response to public consultation, in accordance with Part 8 of the Planning and Development Regulations 2001, as amended, this Part 8 is not proceeding.
- Blackrock Village temporary scheme, this project was constructed in the summer of 2020. It changed Main St to be one-way for general traffic, introduced a contra-flow cycle lane and created spaces for outdoor furniture and planting. The scheme was built using temporary materials such as bolt down rubber kerbs and timber planter boxes.

An EIA screening was carried out and concluded that the proposed Blackrock Village temporary scheme did not need to be subject to Environmental Impact Assessment. This conclusion was based on an objective review of the Scheme, including its characteristics, location, and the likelihood of it causing significant environmental impacts. The screening had followed the relevant legislation and had regard to the relevant guidance.

An AA screening was carried out and concluded that the scheme was not foreseen to give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects. This evaluation was made in view of the conservation objectives of the habitats or species for which these sites were designated. Consequently, a Stage Two AA (NIS) was not required.

- 2022 Greater Dublin Area Cycle Network: The GDA was adopted as part of the GDA Transport Strategy 2022-2042. The counties covered by this plan includes Dublin City Council (DCC), South Dublin County Council (SDCC), Dun Laoghaire Rathdown County Council (DLRCC), Fingal County Council (FCC), Meath County Council (MCC), Kildare County Council (KCC) and Wicklow County Council (WCC). The Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA: The Urban Cycle Network at the Primary, Secondary and Feeder level, The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports and the Green Route Network that are cycle routes developed predominately for tourist, recreational and leisure purposes. The Cycle Network Plan is consistent across county boundaries in the GDA, such that there is continuity of route networks across these administrative boundaries.

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 Dun Laoghaire resulting in a positive impact on the environment by promoting a modal shift from private car.

### 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, granite paving, etc.) to be imported for the construction and maintenance of the Proposed Scheme.

Space will be created and repurposed as part of this scheme through the widening of the footpaths and tightening of corner radii. The scheme will be constructed within the existing public area meaning that no additional land will be acquired for the construction.

## 5.4 The production of waste

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, waste will also be generated from the removal of existing footpaths on both sides of the road, redundant street furniture and public lighting poles, etc. The C&D will be removed from site, it will be recycled where possible (subbase road materials) or disposed of in a suitably licenced facility (i.e., the existing wearing course to be planed off). The existing granite pavers, kerbs and cobble stones will be stored for reuse. Most of these materials will be reused on the Coastal Route, at model filter locations, in Clarinda Park or at other locations around the county. The details of where and how these materials will be reused will be confirmed at detailed design stage. Some earthworks will be required in Clarinda Park although the amount of waste generated will be minimal. It is proposed to reuse the majority of the excavated topsoil and subsoil within the park.

## 5.5 Stormwater drainage

The impermeable area associated with the existing scenario will be reduced in the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. 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. Sustainable Urban Drainage Systems (SUDs) will be used wherever possible to improve treatment and attenuation of surface water, prior to entering the existing drainage network. The use of tree pits and urban raingardens are proposed that will catch and store rainwater.

## 5.6 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the Proposed Scheme. These may include effects on 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 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 works; however, this nuisance will be managed in line with best practice. Following the pedestrianisation of George's St Lower and the introduction of three modal filters there will be a permanent change to the traffic management arrangement in the town, all journeys by car will still be possible but some journeys may take slightly longer (2-4 mins).

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. 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.

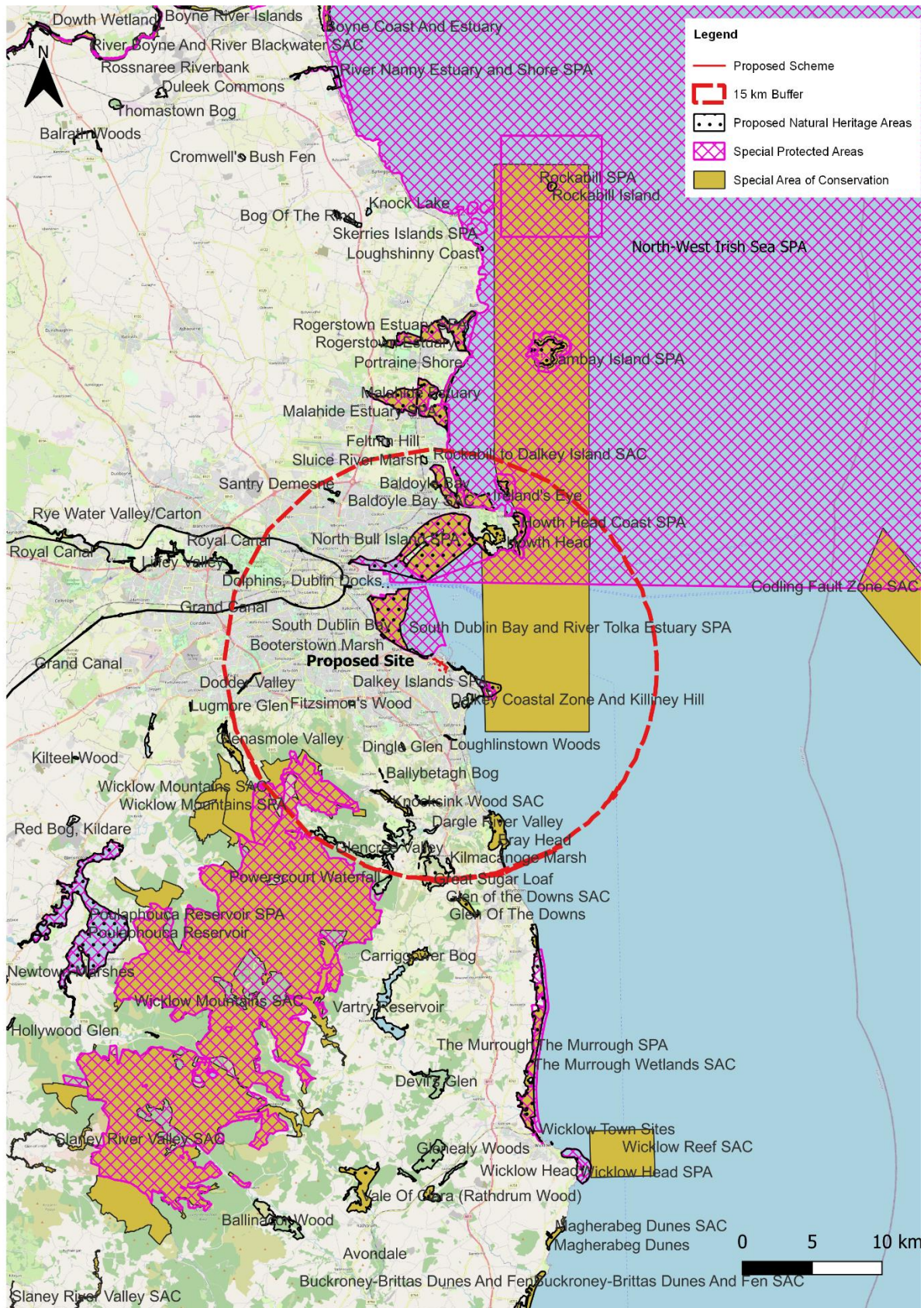


Figure 5. 1 NPWS Protected Sites within 15km of the proposed scheme (Source: NPWS online mapping)

**Table 5. 1 Special Protection Areas (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	250m
004172	Dalkey Islands SPA	2.6km
004006	North Bull Island SPA	5.8km
004236	North-west Irish Sea cSPA	5.96km
004113	Howth Head Coast SPA	9.3km
004016	Baldoyle Bay SPA	11km
004040	Wicklow Mountains SPA	11.5km
004117	Ireland's Eye SPA	12.4km

**Table 5. 2 Special Areas of Conservation (SAC) within 15km of proposed scheme**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000210	South Dublin Bay SAC	600m
003000	Rockabill to Dalkey Island SAC	3km
000206	North Dublin Bay SAC	6km
000202	Howth Head SAC	8.6km
000713	Ballyman Glen SAC	9.6km
000725	Knocksink Wood SAC	10km
000714	Bray Head SAC	10.7km
000199	Baldoyle Bay SAC	11km
002122	Wicklow Mountains SAC	11.4km
002193	Ireland's Eye SAC	13km

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

Site Code	Site Name	Approx. Distance from the Proposed Scheme
001206	Dalkey Coastal Zone and Killiney Hill pNHA	250m
000210	South Dublin Bay pNHA	280m
000206	North Dublin Bay pNHA	5.8km
001207	Dingle Glen pNHA	6.4km
001753	Fitzsimon's Wood pNHA	6.6km
002104	Grand Canal pNHA	7.8km
000202	Howth Head pNHA	8.3km
002103	Royal Canal pNHA	8.7km
001202	Ballybetagh Bog pNHA	8.7km
000713	Ballyman Glen pNHA	9.6km

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000725	Knocksink Wood pNHA	10.4km
000714	Bray Head pNHA	10.7km
000199	Baldoyle Bay pNHA	11km
001768	Powerscourt Woodland pNHA	11.5km
001754	Dargle River Valley pNHA	11.6km
000991	Dodder Valley pNHA	12.6km
000203	Ireland's Eye pNHA	12.8km
001769	Great Sugar Loaf pNHA	12.9km
00072	Kilmacanoge Marsh pNHA	13.6km
001763	Sluice River Marsh pNHA	14km
001755	Glencree Valley pNHA	14.7km

The closest pNHA to the proposed scheme is the Dalkey Coastal Zone and Killiney Hill pNHA (Site code: 001206) which is located approximately 250m from the proposed scheme. 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 development.

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.

No pathway for significant effect on these European Sites were 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 and is not considered further in this Screening assessment (MKO, 2023).

The NBDC data search returned several records for mammals from the two 2km grid squares within which the Scheme is located. These include five record of Brown Rat *Rattus norvegicus*, thirteen record of Eastern grey squirrel *Sciurus carolinensis*, four records of European Otter *Lutra lutra*, three records of Lesser Noctule *Nyctalus leisleri*, two records of Pipistrelle *Pipistrellus pipistrellus sensulato*, eleven record of Red Fox *Vulpes vulpes*, one record of Wood mouse *Apodemus sylvaticus*, five record of Western European Hedgehog *Erinaceus europaeus* and three records of House mouse *Mus musculus*.

The NBDC data search also returned records for amber listed bird species from the two 2km grid squares. These include Barn swallow *Hirundo rustica*, Common Linnet *Carduelis cannabina*, Common Starling *Sturnus vulgaris*, House Martin *Delichon urbicum*, House Sparrow *Passer domesticus*, Spotted Flycatcher *Muscicapa striata*, and Stock Pigeon *Columba oenas*.

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 include one record of Wakame *Undaria pinnatifida*, three records of Wireweed *Sargassum muticum*, four records of Japanese Skeleton Shrimp *Caprella mutica*, eight records of Butterfly-bush *Buddleja davidii*, two records of Common Broomrape *Orobanche minor*, one record of Sycamore *Acer pseudoplatanus*, two record of Traveller's-joy *Clematis vitalba*, two records of Budapest Slug *Tandonia budapestensis*, two records of Common garden snail *Cornu aspersum*, five records of Brown rat *Rattus norvegicus*, thirteen records of Eastern grey squirrel *Sciurus carolinensis*, one record of Leathery Sea Squirt *Styela clava*, seven records of Japanese Knotweed *Fallopia japonica*, and two records of three-cornered Garlic *Allium triquetrum*.

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 nearest waterbody to the proposed scheme is Dublin Bay (EU\_CD: IE\_EA\_090\_0000) located approx. 800m 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'.

There is a river water body Brewery Stream\_010 (EPA Mapping) approx. 600m west of the proposed scheme that flows in a northerly direction into the Dublin Bay. However, this stream is culverted.

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'.

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 (2013-2018)	Waterbody WFD Status (2016-2021)
River	Brewery Stream_010	IE_EA_09B130400	Under Review	Poor
Coastal Waterbody	Dublin Bay	IE_EA_090_0000	Not at Risk	Good
Ground Waterbody	Kilcullen	IE_EA_G_003	At Risk	Good

## 5.7 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; and
- 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).

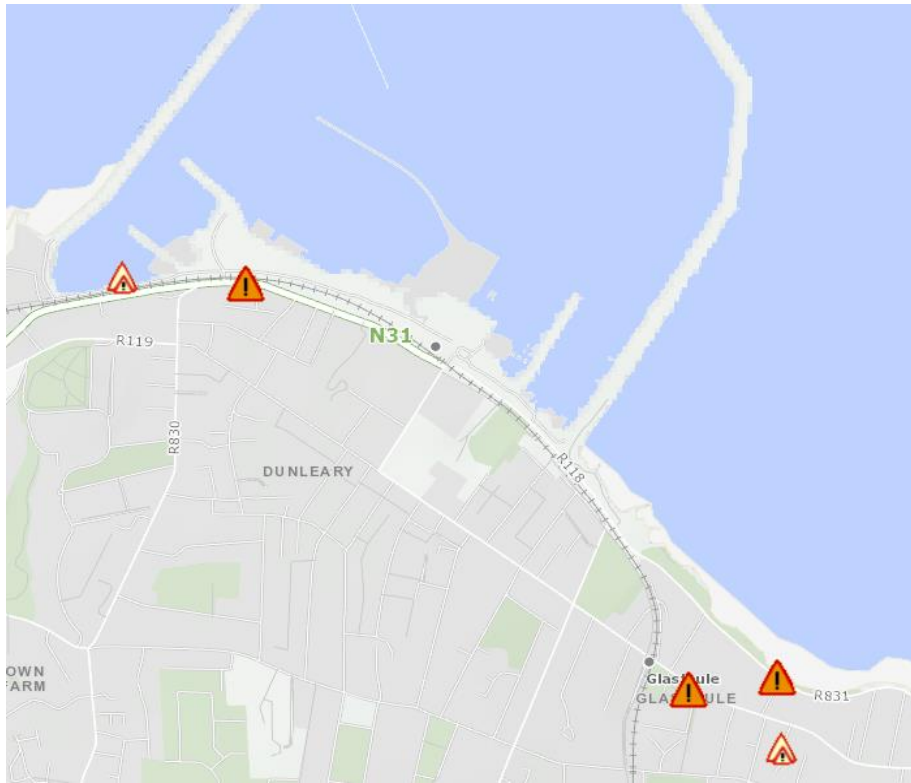
The proposed scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works' (OPW) website.

The record of historic flood events in the vicinity of the proposed site was extracted from the National Flood Hazard Mapping Website [www.floodmaps.ie](http://www.floodmaps.ie). It is observed from OPW Flood Map Report that there are records of historic flood events recorded in the surrounding area of the proposed scheme:

- ID-2004 recurring flood, at Clearwater Clove approx. 30m from the proposed scheme.
- ID-2007 recurring flood, at Glasthule approx. 50m from the proposed scheme.



- ID-2198 which occurred on 20<sup>th</sup> October 2002, at Crofton Road 30m from the proposed scheme.
- ID-11325 which occurred on 16<sup>th</sup> August 2008 and 2<sup>nd</sup> July 2009, at Newtownsmith along the proposed scheme.
- ID-13616 which occurred on 2<sup>nd</sup> March 2018, at Gasthule approx. 10m from the proposed scheme.



**Figure 5. 3 Past Flood Extents (floodinfo.ie)**

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.

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 Section **Error! Reference source not found..**

## 5.8 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 help prevent people being exposed to unacceptable levels of pollution in urban and rural areas. 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 7.9.

## SECTION 6: LOCATION OF PROJECT

Paragraph 2 of Annex III of the EIA Directive sets out the criteria (also set out in Schedule 7 of Planning and Development Regulations 2001, as amended) 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 extends from the R119 to R118 including the lower and upper George's Street and the Cumberland Street.

Most of the land in and around the proposed scheme consisting of the Dún Laoghaire further education institute in the Cumberland Street and the Dún Laoghaire Shopping Centre and the Royal Marine Hotel in the George's Street are zoned as Objective MTC – to protect, provide for and or improve major town centre facilities. The proposed scheme is also zoned by Objective SNI (St Michaels Hospital), Objective A (residential) and Objective F (open spaces).

The scheme is also in close proximity to a number of other receptors, namely residential and open apart from the town centre facilities and neighbourhood facilities. Refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map, and Land Use Survey in the study - DÚN LAOGHAIRE 2040 A Spatial and Economic Study for Dún Laoghaire Town.

### 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 mostly on R119 with predominantly town centre facilities 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 impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Some existing road gullies which no longer align with new kerbs will be decommissioned. New road gullies and connections are required only where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design. New areas of planting that act as rain gardens will be included along the route where feasible.

The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, and Poor Aquifer which is generally unproductive except for local zones.

The proposed scheme is located within an urban area on public roadways and on 'made ground' and some patches of 'bedrock at surface'. 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.



**Figure 6. 1 Bedrock Geology (Map Source: Geological Survey Ireland)**



**Figure 6. 2 Bedrock Aquifer (Map Source: Geological Survey Ireland)**

The proposed scheme is in proximity of Dublin Bay and Brewery Stream 010. Details of the status of these waterbodies is provided in Table 5. 4 which shows the Brewery Stream 010 is 'Poor' for Water Framework

Directive (WFD) status; and costal waterbody Dublin Bay is 'Good' for Water Framework Directive (WFD) status 2016-2021. The Brewery Stream is approx. 500m west of the proposed scheme that flows in a northerly direction flowing into the Dublin Bay. However, this stream is culverted. Dublin Bay is approx. 110m north of the proposed scheme.

Habitats within the footprint of the proposed development were classified as **Buildings and Artificial Surfaces (BL3)**, **Flower Beds and Boarders (BC4)**, **Ornamental/ Non-native Shrub (WS3)**, **Hedgerows (WL1)**, **Treelines (WL2)** and **Amenity Grassland (Improved) (GA2)**.

Residential buildings, public buildings (churches, shops etc), associated tarred areas for access (roads and footpaths) and car parking, and concrete walls have been classified as **Buildings and Artificial Surfaces (BL3)**. This was the most dominant habitat type within the proposed development site.

**Flower Beds and Boarders (BC4)** are present along Upper Georges's street.

**Ornamental/ Non-native Shrub (WS3)** is present in the central area of Dún Laoghaire, in front of the church within the amenity area.

**Hedgerows (WL1)** are present within private residential gardens, bordered from the footpaths by fences. The hedgerows present within the proposed development site are extensively manged via cutting, so are all homogenous in appearance and relatively poor in biodiversity terms.

A **Treeline (WL2)** composed of Laurel (*Laurus nobilis*) is present in the east section of Upper George's St. A treeline of Silver Birch (*Betula pendula*) is present in the west section of Upper George's St. A treeline of Sycamore (*Acer pseudoplatanus*) is present in the centre of George's St to the east. A treeline of White Beam (*Sorbus aria*) is present in the centre of George's St, to the side of the church. Individual tree species identified within the proposed works area include Plane (*Platanus* spp), and Broadleaf Lime (*Tilia platyphyllos*) Treelines were recorded around the perimeter of Clarina Park. To the northern corner of the park Common lime (*Tilia cordata*), and Cherry Blossom (*Prunus* spp) trees were recorded, but do not form a full treeline. To the southern perimeter of the park, outside of the site boundary in private lands is a mature Sycamore (*Acer pseudoplatanus*) treeline. For full details on the treeline habitat in Clarinda Park refer to Appendix I of AA Screening report, MKO 2023.

**Amenity Grassland (Improved) (GA2)** was recorded within Clarinda Park. For full details on the grassland habitat in Clarinda Park refer to Appendix I of AA Screening report, MKO 2023.

No faunal species or evidence of faunal species associated with any European Designated sites were recorded within the proposed development 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 Development site provide supporting habitat for any QI/SCI species associated with nearby European Site (AA Screening report, MKO 2023).

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.

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 nearest waterbody to the proposed scheme is Dublin Bay (EU\_CD: IE\_EA\_090\_0000) located approx. 110m north of the proposed scheme. There is also a river water body Brewery Stream\_010 (EPA Mapping)

approx. 500m west of the proposed scheme that flows in a northerly direction into the Dublin Bay. However, this stream is culverted.

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. 110m north of the proposed scheme. However, due to the small nature and scale of the proposed works, 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 in Table 5. 1, Table 5. 2 and Table 5. 3.

The Dalkey Coastal Zone and Kiliney Hill pNHA (Site code: 001026) is the closest pNHA located approximately 250m away but the location, scale and nature of proposed scheme would indicate that there will be no negative impacts associated with the 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 Dún Laoghaire.

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

The National Monuments Service ‘Historic Environment Viewer’, DLR County Development Plan 2022-2028 and Record of Monument and Places was 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 or in the vicinity of the proposed scheme extents. There is one Sites and Monuments Record (SMR), shown in Figure 6. 3 and described in the Error! Reference source not found. below.

The ‘Zone of Notification’ for these monuments partially extends towards the proposed scheme area however the development of the subject lands will not result in any direct impact on the monument. 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).

The proposed scheme falls within the Clarinda Park Architectural Conservation Area (ACA), and adjacent to Vasey Place, De Vesci Terrace ACA, Haigh Terrace to Park Road ACA, and the People’s Park, Dún Laoghaire Candidate ACA (cACA).

The potential impact on archaeology, architecture and cultural heritage is discussed further in Section 7.13.

There are number of Protected Structures located within the scheme route adjacent to Clarinda Park (refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map).

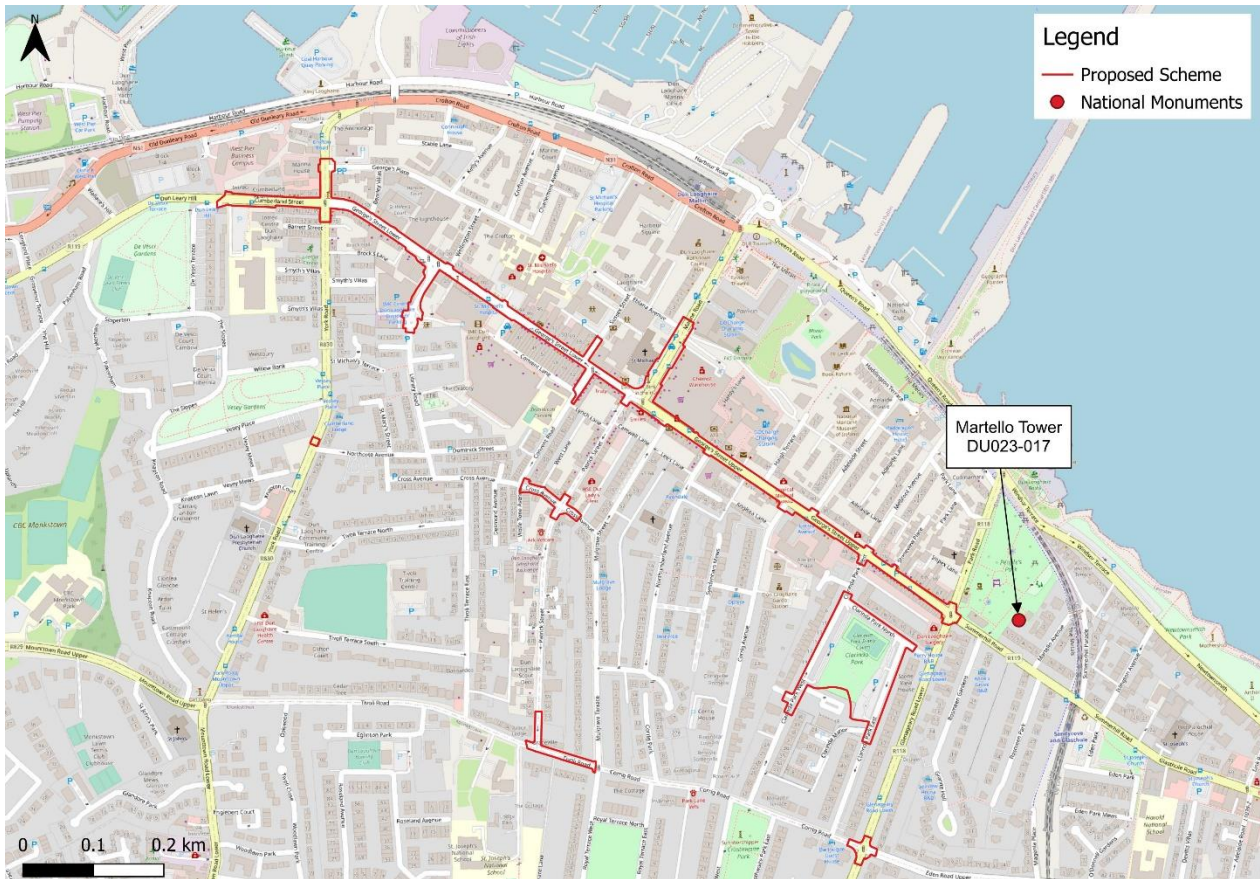


Figure 6. 3 Architectural Heritage and Monuments (Source: National Monuments Service ‘Historic Environment Viewer’)

**Table 6. 1 Sites and Monuments Record in proximity to the proposed scheme**

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU023-017	Martello tower	Dunleary	<p>Tower (DU023-052003-) and Battery No. 13 (Kerrigan 1995, 170) stood N of Crofton Road and York Road on the coast. According to Kerrigan (ibid.); 'The towers and batteries south of Dublin are numbered from 1 to 16, but there were only fourteen towers, as at two locations there were batteries only, while several of the towers were close to adjacent batteries'. A martello tower (DU023-052003-) was built at the N end of Clarence St with a battery (DU023-052004-) to the NE as shown on Taylor's 1816 Map of Dublin. This tower was possible built in the centre of a promontory fort (DU023-052001-) noted by Reverend Stokes (1893, 347) as the 'Dun of Dunleary'. According to Stokes (ibid.) 'the Martello Tower stood on the spot where now there exists an unused bridge [Battery Br.] across the railway close to the Kingstown coastguard station'. According to Kerrigan (1995, 168) construction of the Dublin area Martello Towers and their batteries commenced in 1804 under the supervision of Colonel Benjamin Fisher of the Royal Engineers and by December 1805 all towers were armed and complete. The tower and battery at Dun Laoghaire was armed with four 24 pounder guns, one 18 pounder gun and two 10-inch mortars (ibid.,170). The martello tower was demolished in 1836-7 by the construction of the Dublin-Kingstown railway line (De Courcy 1996, 134). No surface remains visible today of Martello Tower and Battery No. 13.</p> <p>Martello Tower No. 13 described by Kerrigan (1995, 174) as; 'tower no. 13, with the battery about 200 yards away on the shoreline to the north-east. The tower was demolished when the railway was constructed in 1834; the battery is depicted on early nineteenth century maps on or near the site of the present Irish Lights depot. The tower and battery protected the original Dunleary Harbour, the small inner harbour that still survives as part of the very much larger harbour, on which construction started a few years after the end of the Napoleonic wars. Early plans of this new harbour of Kingstown depict towers and batteries No. 12 and 13'.</p>	located c. 66.5m west of the proposed scheme extents.



## SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

Paragraph 3 of Annex III of the EIA Directive sets out the criteria to assess likely significant effects of a project on the environment with regard to the factors specified in Article 3(1) of the EIA Directive. This section presents the likely significant effects of the Proposed Scheme on different environmental factors.

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

This project relates to road upgrade and public realm improvement works in the Dún Laoghaire-Rathdown region. The proposed scheme works are within the existing road space and footpaths. 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, it 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 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.

### 7.6 Traffic and Transport

The proposed scheme is designed to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along George's Street, Dún Laoghaire. The scheme will also seek to provide environmental benefits by introducing new areas of planting and sustainable urban drainage features.

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.

During construction, in combination with Living Streets: Coastal Mobility Route, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the two projects together.

Impacts during the Construction Phase have the potential for temporary moderate negative effects. However, during the Construction Phase, there will be appropriate management plans implemented for example a Construction Environmental Management Plan and a Construction Traffic Management Plan.

During operational phase, the provision of the three modal filters on Tivoli Road, Cross Avenue and Clarinda Park West will remove through traffic from the area and make it easier and safer to walk and cycle within the town. The modal filters will improve the environment by significantly reducing traffic.

Further modal shift to more sustainable modes of transport. Pedestrians and cyclists will experience a significant long term positive impact from the improved accessibility and a safer travel environment. Therefore, likely to result in permanent significant positive effects on traffic and transport.

## 7.7 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.

Construction activities have the potential to cause dust and particulate emissions which can be exacerbated by winds and dry weather. Dust emissions have the potential for temporary moderate negative effects, particularly on road users and sensitive receptors adjacent to construction sites and compounds. However, due to the 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.

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 benefit on air and climatic factor. The modal filters will improve the environment by significantly reducing traffic and therefore, air pollution. 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.

## 7.8 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 open spaces) and road users in the immediate vicinity of the existing road boundary.

However, there is minimum potential for noise and vibration emissions from construction plant 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 Figure 6. 3 above that the proposed scheme is located in immediate proximity to one Site and Monuments Record (SMR). In addition, there are number of protected structures along the proposed scheme route.

However, the level of vibration caused during the construction phase is unlikely to generate any significant impacts on 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, the modal filters will improve the environment by significantly reducing traffic and related noise. Therefore, improvement in the environment in the context of noise on the proposed scheme route with reduction in volume of vehicles.

## 7.9 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. 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.

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.

The operational phase of 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 Dún Laoghaire. 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.

## 7.10 Biodiversity

All the European Sites within a distance within the Likely Zone of Impact of the proposed development site and that could potentially be affected were identified using source-pathway-receptor model.

It is concluded in the AA Screening report (MKO 2023), that beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European Site designated under the Habitats Directive and Birds Directive.

As a result, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed development (MKO, 2023).

All existing trees along the route will be retained and there will be new ones planted. Permanent in ground planting, including approximately 100 new trees will be included in the works along with areas of low-level planting.

At Clarinda Park, the biodiversity will be increased using pollinator friendly planting and the creation of separate areas dedicated to providing high quality woodland and meadow habitat, new semi-mature native trees will also be planted throughout the park.

A bat survey was carried out on Clarinda Park, and it concluded that once the outlined mitigation measures are in place, there should be no lasting negative impacts on bats or other wildlife in the area. The planned

enhancements to the park for biodiversity should see an increase in wildlife including nesting birds and foraging and roosting bats.

## 7.11 Water

There was no watercourse identifies within the proposed scheme site. The nearest waterbody to the proposed scheme is Dublin Bay which is approx. 800m from the site. There is a river namely Brewery Stream approx. 600m west of the proposed scheme that flows in northerly direction into the Dublin Bay. However, this stream is culverted.

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 path and footpath network, the river water body is culverted through the proposed scheme site and there is 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.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the surface 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.

## 7.12 Land, Soils, Geology and Hydrogeology

The 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, is the bedrock underlying the proposed scheme, and groundwater vulnerability is predominantly 'High' and 'Extreme' with patches of Rock at or near Surface or Karst along the scheme extents. 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 (min depth of 400mm), 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 existing drainage network. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design new area of planting that act as rain gardens will be included along the route where feasible.

Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.

## 7.13 Archaeology, Architectural and Cultural Heritage

There is one Sites and Monuments Record (SMR) namely DU023-017 Martello tower in Dunleary which is located 66.5m west of the proposed scheme extents. (Refer to Error! Reference source not found. for information). This monument is listed in the Record of of Monuments and Places (RMPs) in DLR County

Development Plan 2022-2028 and therefore subject to statutory protection under the provisions of National Monuments Act 1987 as amended.

In considering that the proposed works will take place entirely 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. Therefore, no potential effects on recorded monuments are identified during the construction phase of the proposed scheme.

There are no NIAH sites in or adjacent to the proposed scheme. There are some protected structures within the site of the proposed scheme adjacent to Clarinda Park, 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 works of the proposed scheme 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 phase of the proposed scheme.

The proposed scheme falls within Clarinda Park Architectural Conservation Area and is adjacent to two other ACAs, and one Candidate ACA.

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.

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 enhance the public realm to provide for better quality of life in public spaces in Dún Laoghaire. The scheme will also help preserve the established character of the buildings and streetscape.

In the operational phase, proposed scheme works will have positive impact by improving Clarinda Park ACA by increasing biodiversity, soft landscaping and addition of new seating, artwork and recreational amenities.

A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.

## 7.14 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, as part of the scheme the modal filters will involve creation of three new parklets with permanent ground planting and new seating areas. The proposed scheme will positively alter the townscape and visual amenity due to the new features within the streetscape, changes in traffic flows,

lighting, signage, new boundaries and landscape planting treatments. Therefore, potential for permanent significant positive effects on public realm through proposed changes to the streetscape.

## 7.15 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 wastes will be produced during the operational phase of the proposed scheme.

## 7.16 Material Assets

There are a number of utilities in place alongside 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, there will be no major disruption expected. The proposed scheme may have potential for very minor and temporary disruption to facilitate new connections.

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

## 7.17 Cumulative Effects

Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.

In combination with Living Streets: Coastal Mobility Route, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.

Cumulatively, the proposed scheme along with certain projects such as Living Streets: Coastal Mobility Route and Busconnects will improve the sustainable transport network in the proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.

Therefore, no significant negative cumulative effects will arise from these projects.

## 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

Screening Determination:		
A. Case Details:		
Planning Register Reference:		
Development Summary:	Living Streets: Dún Laoghaire	
	<b>Yes / No / N/A:</b>	<b>Comment (if relevant):</b>
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 Wastewater 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>2</sup> assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	

B. Examination:	
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):	
	<b>If relevant, briefly describe the characteristics of the development (i.e., the nature and extent):</b>
(a) The size and design of the whole of the proposed development (including any demolition works):	The proposed scheme lies in the Dún Laoghaire which is a historic and well-established urban village within the County of Dún Laoghaire-Rathdown. It is located approximately 8 km south of Dublin City Centre. The study scheme lies adjacent to the coastline of Dublin Bay.

<sup>2</sup> Relevant assessments are those which have a significant bearing on the project.



	The site of the proposed developments is 1.2km of road, spanning from George's St Upper to George's St lower.
(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	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 development. Projects of note are identified in Section 5.2 of this report. Given that there are no likely significant effects identified as a result of the proposed development, no cumulative effects are identified.
(c) Use of natural resources, in particular land, soil, water and biodiversity:  <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>	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.
(d) Production of waste:  <i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i>	No significant earthworks or excavation required. Minor quantities of waste will be generated from the topsoil stripping. 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.
(e) Pollution and nuisances:  <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>	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.
(f) Major accidents and disasters:  <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>	The proposed scheme does not fall within the consultation zone for any Seveso site. 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.
(g) Risks to human health, for example due to water contamination or air pollution:	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
<b>2. Location of proposed development:</b>	
<b>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</b>	<b>If relevant, briefly describe the characteristics of the location</b>  (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>(a) Generally, describe the location of the site and its surroundings:</p>	<p>The proposed scheme is 1.2km in length from Cumberland Street to George's Street Upper and multiple side streets along this route are also included. The scheme includes new modal filters and areas of landscaping on Cross Avenue, Tivoli Road and Clarinda Park West., Clarinda Park will be upgraded and the parking spaces within the park are proposed to be removed and replaced with new areas of landscaping and tree planting.</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 site of the proposed scheme is within close proximity to a couple of designated sites. South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC are located approximately 256.7m and 605.6m away from the proposed scheme extents respectively.</p> <p>The nearest pNHA to the site are the Dalkey Coastal Zone and Killiney Hill pNHA and South Dublin Bay pNHA which are located approximately 246 and 278m from the scheme extents respectively. 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 development.</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 situated within the Liffey and Dublin Bay WFD catchment and Dodder_SC_010 sub catchment and is in close proximity to Brewery Stream_101 river waterbody and Dublin Bay coastal waterbody. There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements.</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 development is located principally located within Dún Laoghaire Town Centre and the adjoining residential district. There are many multi-storey mixed-use premises located in immediate proximity to the site and some residential dwellings located proximate to some elements such as the three modal filters and to Clarinda Park.</p> <p>Permanent in ground planting, including approximately 100 new trees will be included in the works along with areas of low-level planting. Rain gardens will also be introduced. Two clear areas will be maintained on either side of the street and the central area of the street will feature new seating, planting, and areas for loading (as shown in the image below). Casual seating for local businesses will also be facilitated in this area. Upgrade in Clarinda Park - car parking that is currently located in the park is proposed to be removed and replaced with green areas. Biodiversity will be increased using pollinator friendly planting and the creation of separate areas dedicated to providing high quality woodland and meadow habitat, new semi-mature native trees will also be planted throughout the park. New seating, artwork and recreational amenities such as a climbing wall, rebound wall and picnic area are also proposed for the park.</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 are no National Inventory of Architectural Heritage (NIAH) within or in the vicinity of the proposed scheme extents. There are no protected structures within the site of the proposed scheme. However, it is identified that there are some protected buildings and structures along the proposed scheme route which are listed in the Record of Protected Structures (RPS) in DLR County Development Plan 2022-2028.</p> <p>There is one Sites and Monuments Record (SMR) - Martello tower DU023-017 which is also listed in the Record of Monuments and Places.</p> <p>The proposed scheme falls within one Architectural Conservation Area (ACA) Clarinda Park ACA and is adjacent to two other ACA and one Candidate ACA.</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 Dún Laoghaire. There is a hospital (St. Michael's), a hotel (Royal Marine) and the Dun Laoghaire shopping centre along the scheme extents. But the small scale of the development will not have any significant impacts on these sensitive areas.</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 close proximity to a couple of designated sites. South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC are located approximately 256.7m and 605.6m away from the proposed scheme extents respectively.</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>There are no known areas within or around the site of the proposed development which are already subject to pollution or environmental damage, or where there has already been a failure in environmental standards that could be affected by the proposal.</p> <p>There are water features near the site of the proposed scheme. The closest water features are Brewery Stream_010 which is a river waterbody that is "under Review" and "Poor" and Dublin Bay which is a coastal waterbody that is 'Good' and 'Not At Risk' in terms of achieving its Water Framework Directive objectives.</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 have been five past flood events recorded in close proximity to the proposed scheme. 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 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 the study scheme.</p>		<p>No</p>
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.<sup>3</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 AA Screening report (MKO 2023) provide supporting habitat for any QI/SCI species associated with nearby European Site</p> <p>It was concluded by MKO, that beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European Site designated under the Habitats Directive and Birds Directive.</p>	<p>Where possible, the mature trees within the park boundary should be left intact. They will continue to act as commuting and foraging corridors for the bat species using the park. Enhancement measures of tree planting along the perimeter of the park will reduce the gaps between the surrounding canopies. The vast majority of the foraging was recorded along the treeline to the south of the park – outside the proposed development boundary. These trees will not be impacted by the proposed works. This treeline will be enhanced by a proposed woodland area in the south of the park, which should increase biodiversity within the park, including insect prey species for the bats to feed on and nesting areas for birds. A planned pollinator area with a 'no mow' regime that transitions the woodland to</p>	<p>No</p>

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

<p>A bat survey was carried out on Clarinda Park, and it concluded that once the outlined mitigation measures are in place, there should be no lasting negative impacts on bats or other wildlife in the area. The planned enhancements to the park for biodiversity should see an increase in wildlife including nesting birds and foraging and roosting bats.</p>	<p>the grassland will also attract in more insect prey as well as benefit other local wildlife. If any seeding of this pollinator area is planned, seed should be requested from the local biodiversity officer from Dún Laoghaire-Rathdown County Council (Anne Murray).</p> <p>In order to reduce any direct impacts on bats, works should commence and be completed during the winter months when bats are in hibernation. Any works being completed during the summer months must stop at sunset. Where lighting is essential (Health and Safety purposes only), the overspill of light will be minimised through directional lighting (i.e. aimed directly onto the works and not the wider landscape) so as to leave some unilluminated areas in which bats can still commute. This will be done through the use of cowls, lighting hoods, or louvres fitted to the rear of luminaries, and/or shields to direct light in a downwards and inwards fashion to intended areas only. On completion of works, the newly created woodland should not be illuminated in any way and instead remain a dark habitat suitable for foraging and roosting bats. Anthropogenic noise affects bats in a number of ways, namely, noise avoidance, a reduction of echolocation effectiveness, and/or reduced attention (Lou, et al, 2014). Where construction is taking place in close proximity to a commuting corridor or foraging area, works will cease before sunset so that construction noise will be reduced to ensure normal usage of the park by bats.</p>	
---	---	--

*Land, soil, water, air and climate:*

<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 underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts and 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>There was no watercourse identifies within the proposed scheme site. The nearest waterbody to the proposed scheme is Dublin Bay which is approx. 800m from the site. There is a river</p>		<p>No</p>
---	--	-----------

<p>namely Brewery Stream approx. 600m west of the proposed scheme that flows in northerly direction into the Dublin Bay. However, this stream is culverted.</p> <p>The proposed scheme is not likely to have a significant impact on existing watercourses. There is existing drainage infrastructure in place to manage construction and operational related run off.</p> <p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the operational phase, new gullies will be installed which will revert surface water drainage to the River Brewery Stream, as per the current scenario. Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.</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>No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.</p> <p>There are no National Inventory of Architectural Heritage (NIAH) within or in the vicinity of the proposed scheme extents. There are some protected structures within the site of the proposed scheme adjacent to Clarinda Park. There is one Sites and Monuments Record (SMR). The 'Zone of Notification' for these monuments partially extends towards the proposed scheme area. However the development of the subject lands will not result in any direct impact on the monument. The proposed scheme falls within Clarinda Park Architectural Conservation Area and is adjacent to two other ACAs, and one Candidate ACA.</p> <p>There would be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme because of 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>During the Operational Phase, as part of the scheme the modal filters will involve creation of three new parklets with permanent ground planting and new seating areas. The proposed scheme will positively alter the townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting</p>		<p>No</p>

treatments. Therefore, potential for permanent significant positive effects on public realm through proposed changes to the streetscape.		
<b>Cumulative effects:</b>		
<p>Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.</p> <p>In combination with Living Streets Coastal Mobility Route, there will be change in traffic arrangements.</p> <p>Cumulatively, the proposed scheme will improve the sustainable transport network in proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.</p> <p>Therefore, no significant negative cumulative effects from these projects.</p>	<p>A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.</p>	<p>No</p>
<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>	<p>None required</p>	<p>No</p>
<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>	<p>The conclusions of the AA Screening Report have been considered in the preparation of this report.</p>	
<p><b>Other relevant information/ considerations of note:</b></p>		

<b>C. Determination:</b>		
<p><b>No real likelihood</b> of significant effects on the environment.</p>	<p>✓</p>	<p>EIAR is not required</p>
<p><b>Real likelihood</b> of significant effects on the environment.</p>		<p><b>EIAR is required</b></p>

**D. Main Reasons and Considerations:**

**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:**

- (a) The nature of the development is not exceptional in the context of the existing environment. The proposed 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 on George's Street Upper and Lower. The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c.1.2km length. There are no significant negative cumulative effects given the scale and distance of the scheme from the projects. There is no watercourse identified within the proposed scheme area. The nearest water course is Dublin Bay coastal waterbody which is 800m from the site.
- (b) There was no watercourse identifies within the proposed scheme site. The nearest waterbody to the proposed scheme is Dublin Bay which is approx. 800m from the site. There is a river namely Brewery Stream approx. 600m west of the proposed scheme that flows in northerly direction into the Dublin Bay. However, this stream is culverted. 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 path and footpath network, the river water body is culverted through the proposed scheme site and there is existing drainage infrastructure in place to manage construction and operational related run off.
- (c) There are some protected structures within the site of the proposed scheme adjacent to Clarinda Park. The proposed scheme falls within Clarinda Park Architectural Conservation Area and is adjacent to two other ACAs, and one Candidate ACA. A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts. 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.
- (d) It is concluded in the AA Screening report (MKO 2023), that beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European Site designated under the Habitats Directive and Birds Directive. As a result, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed development (MKO, 2023).

**It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.**



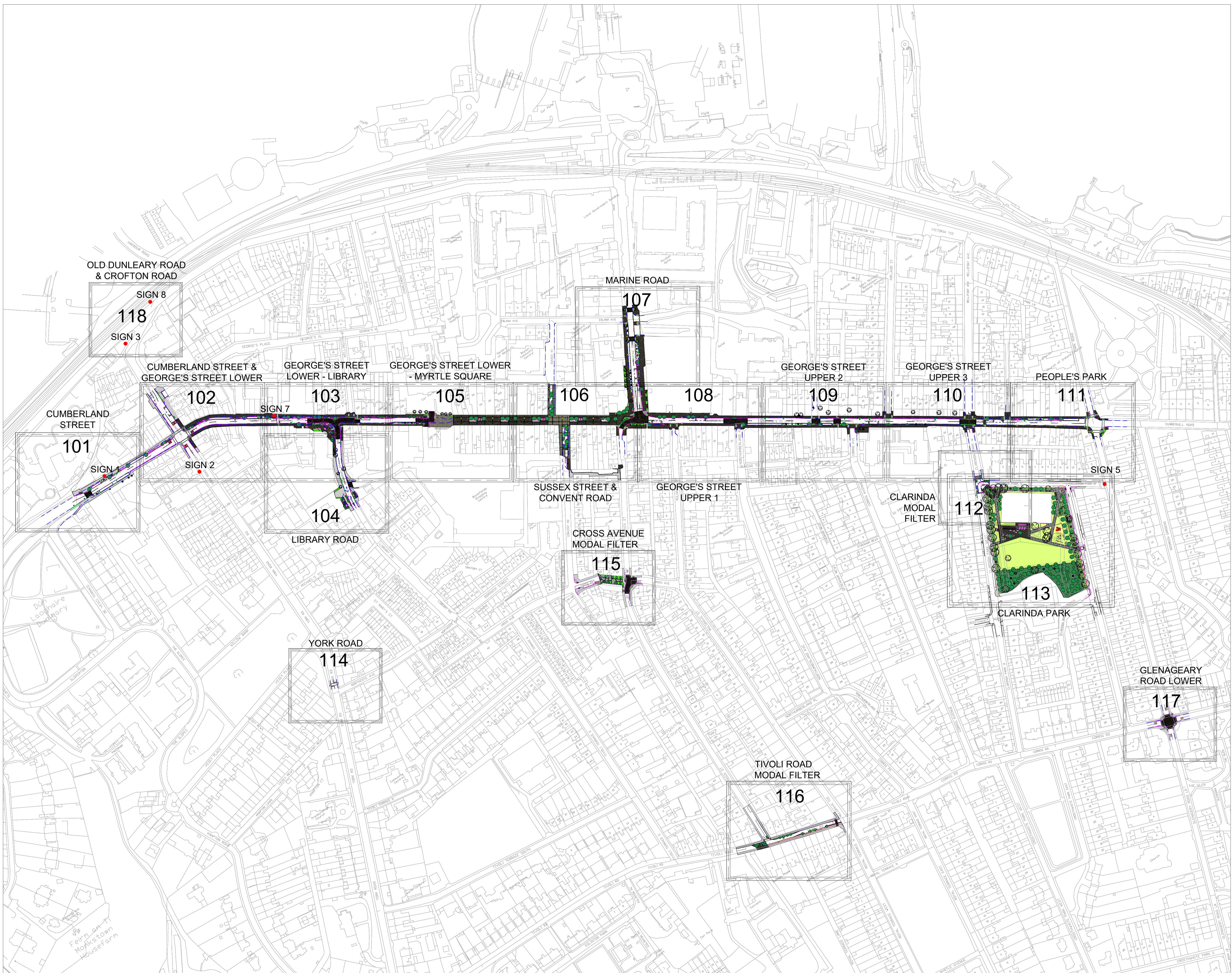
## APPENDIX 2: SCHEME DRAWINGS

NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend  
 ● New electronic smart sign to replace existing directional sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-100	Checked By	LP
Scale	1:2000@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GENERAL ARRANGEMENT MASTERPLAN



NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL

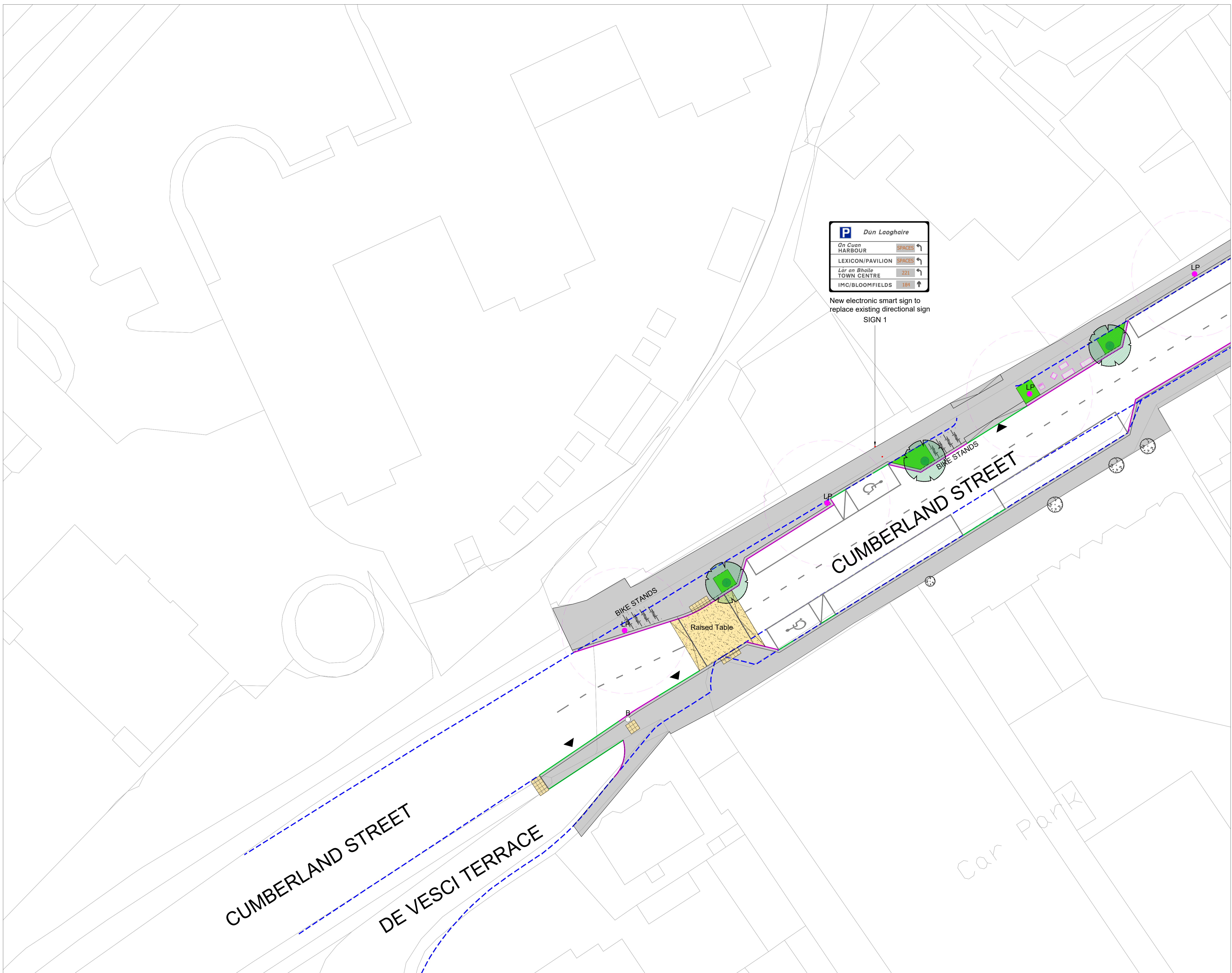


Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts
- Bollard
- New Electronic Smart Sign

<b>P</b>	<b>Dún Laoghaire</b>
On Cuan HARBOUR	SPACES
LEXICON/PAVILION	SPACES
Lár an Bhaile TOWN CENTRE	221
IMC/BLOOMFIELDS	184

New electronic smart sign to replace existing directional sign SIGN 1



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-101	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	CUMBERLAND STREET

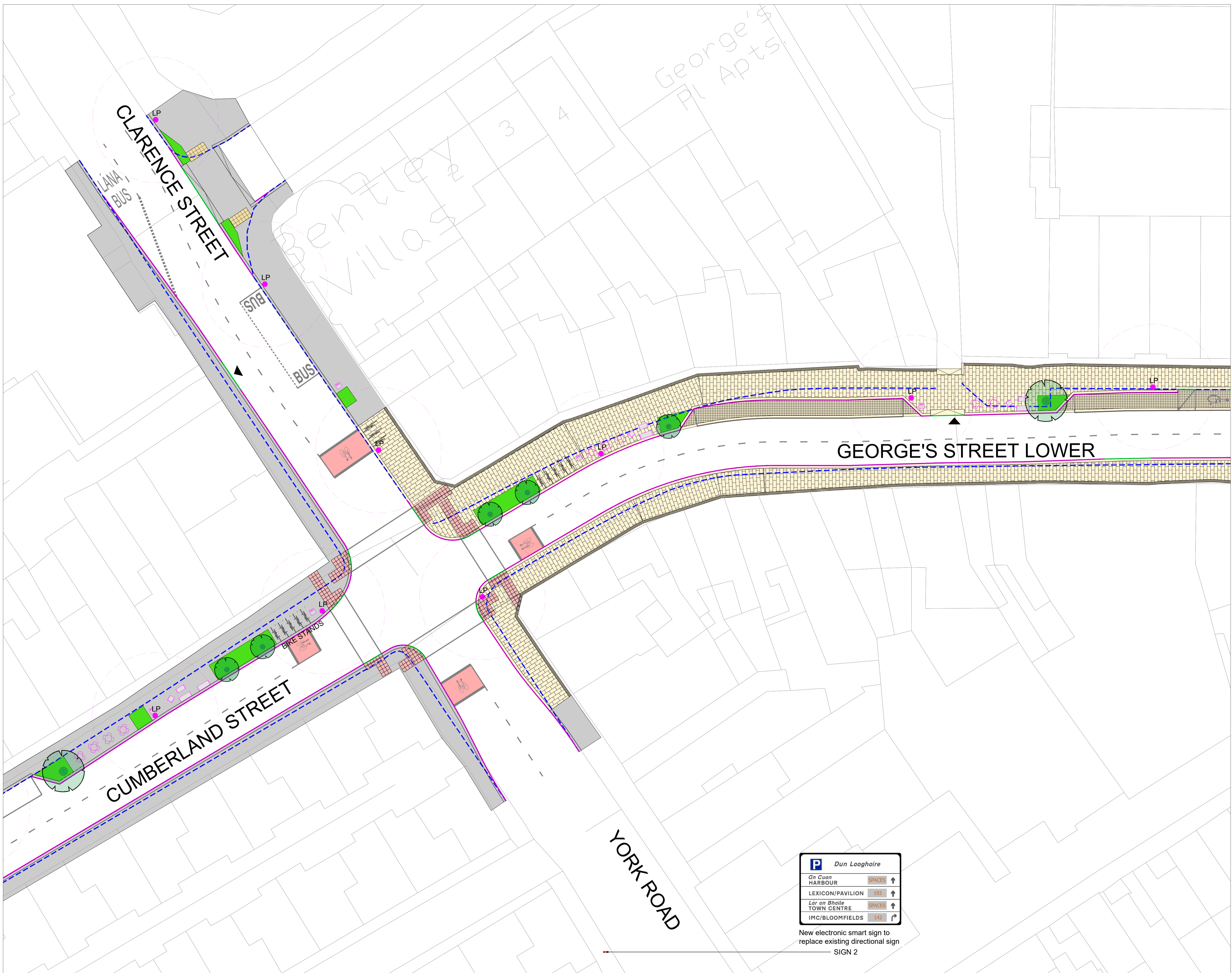


NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign



<b>P</b>	<b>Dun Laoghaire</b>
<i>An Cuan</i>	HARBOUR
LEXICON/PAVILION	TOWN CENTRE
IMC/BLOOMFIELDS	

New electronic smart sign to replace existing directional sign  
 — SIGN 2

REVISIONS:

Job No.	27A18	Drawn By	AQ
Dwg No.	L-102	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	CUMBERLAND STREET & GEORGE'S STREET LOWER

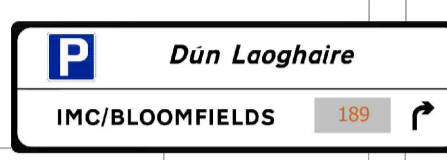


NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign



New electronic smart sign to replace existing directional sign SIGN 7



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-103	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET LOWER - LIBRARY



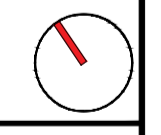


NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE READ FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-104	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	LIBRARY ROAD

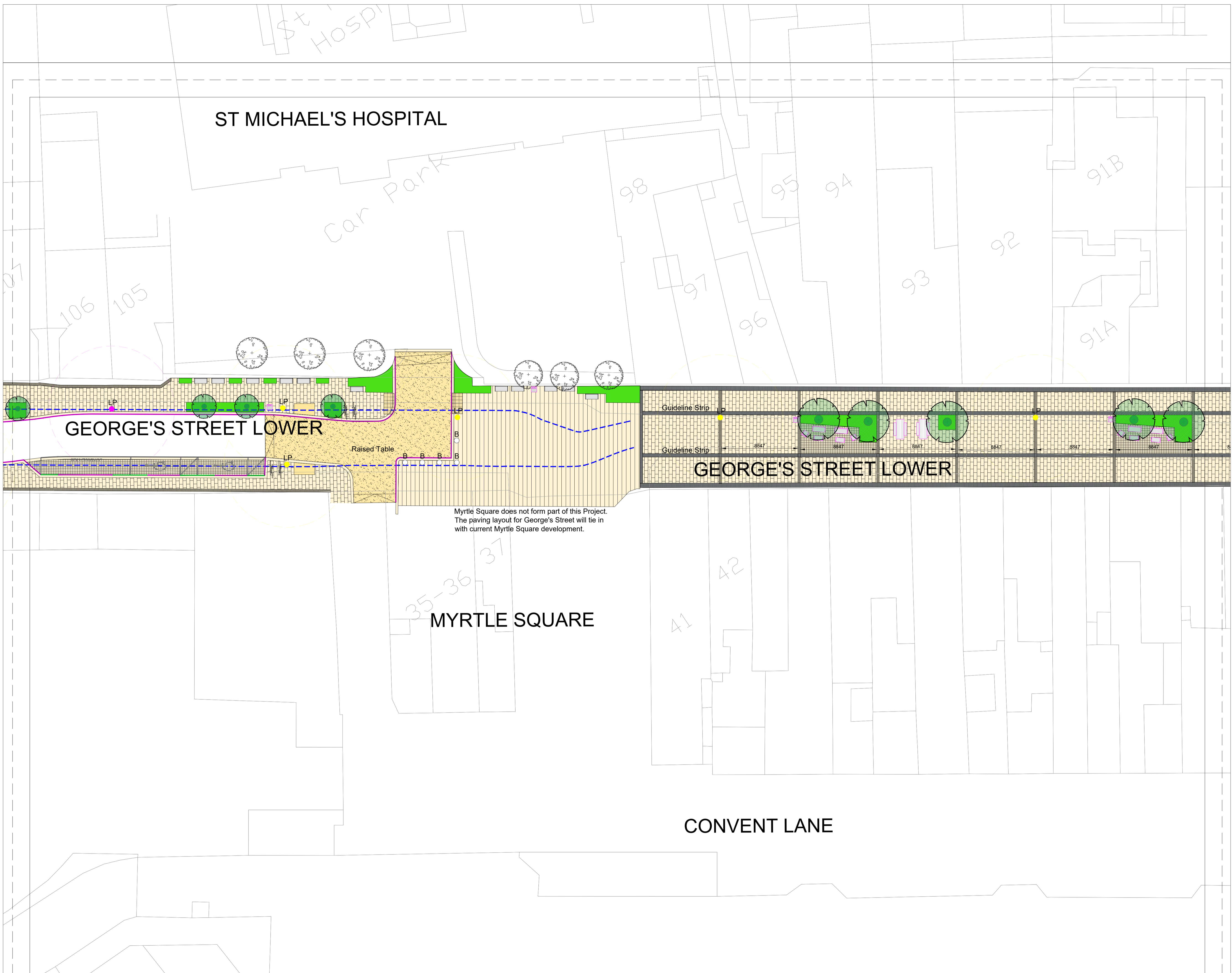
**NMP**  
 Niall Montgomery + Partners  
 Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones : 2121 800 Fax : 2121 007 E mail : info@nmp.ie

NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign

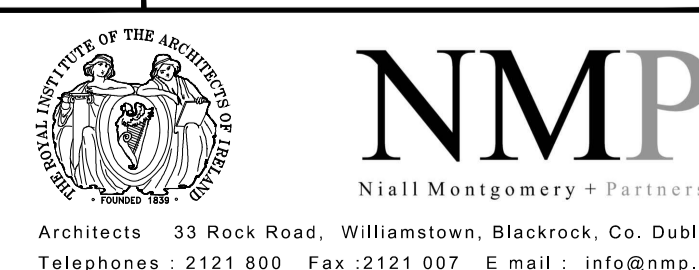


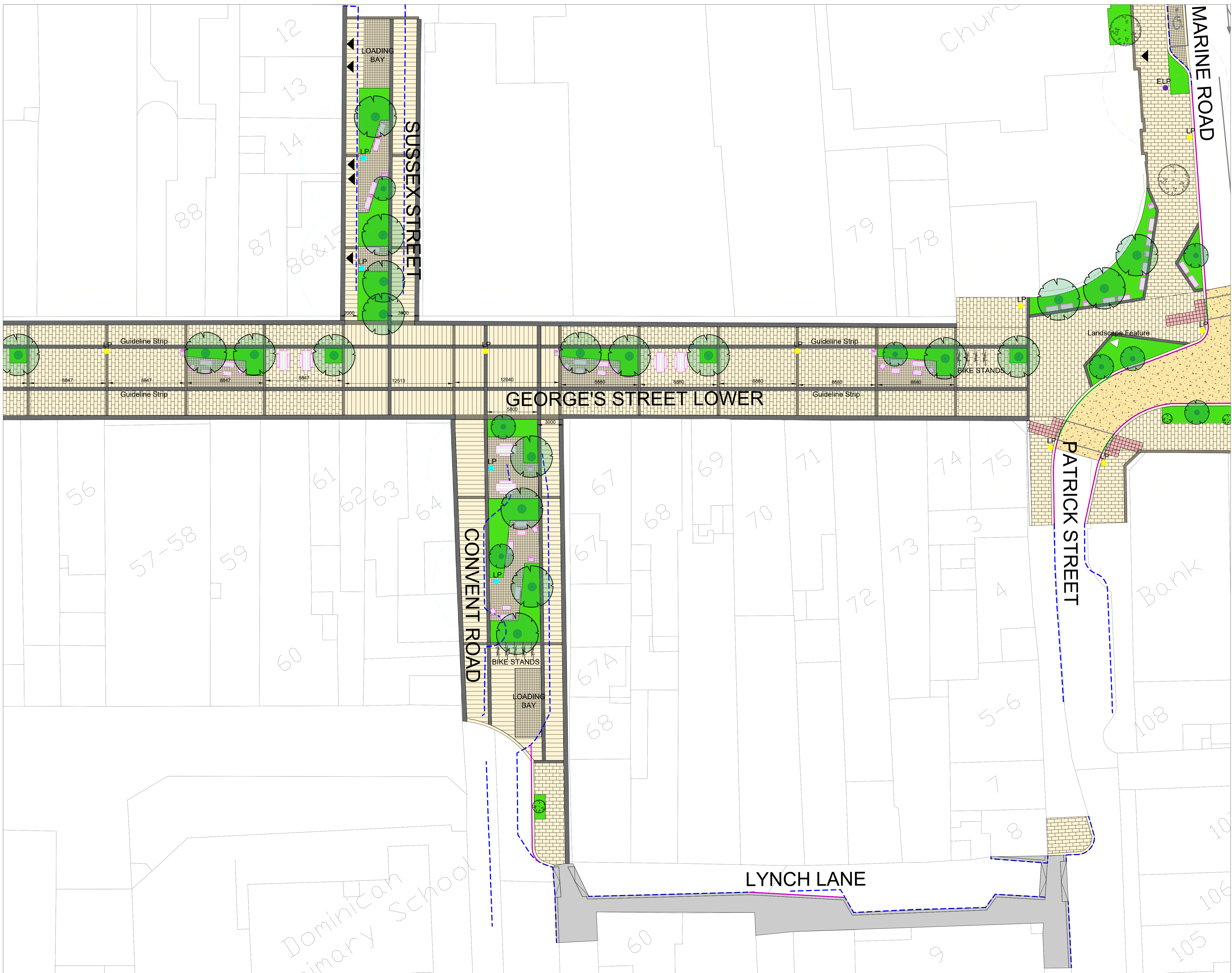
REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-105	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET LOWER - MYRTLE SQUARE





NOTE:  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign

REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-106	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	SUSSEX STREET & CONVENT ROAD

NMP  
 Niall Montgomery + Partners  
 Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones: 2121 800 Fax: 2121 007 E-mail: info@nmp.ie



NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts
- Bollard
- New Electronic Smart Sign



Dun Laoghaire  
 College

Catholic  
 Church

REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-107	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	MARINE ROAD



**NMP**  
 Niall Montgomery + Partners

NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts
- Bollard
- New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-108	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET UPPER 1



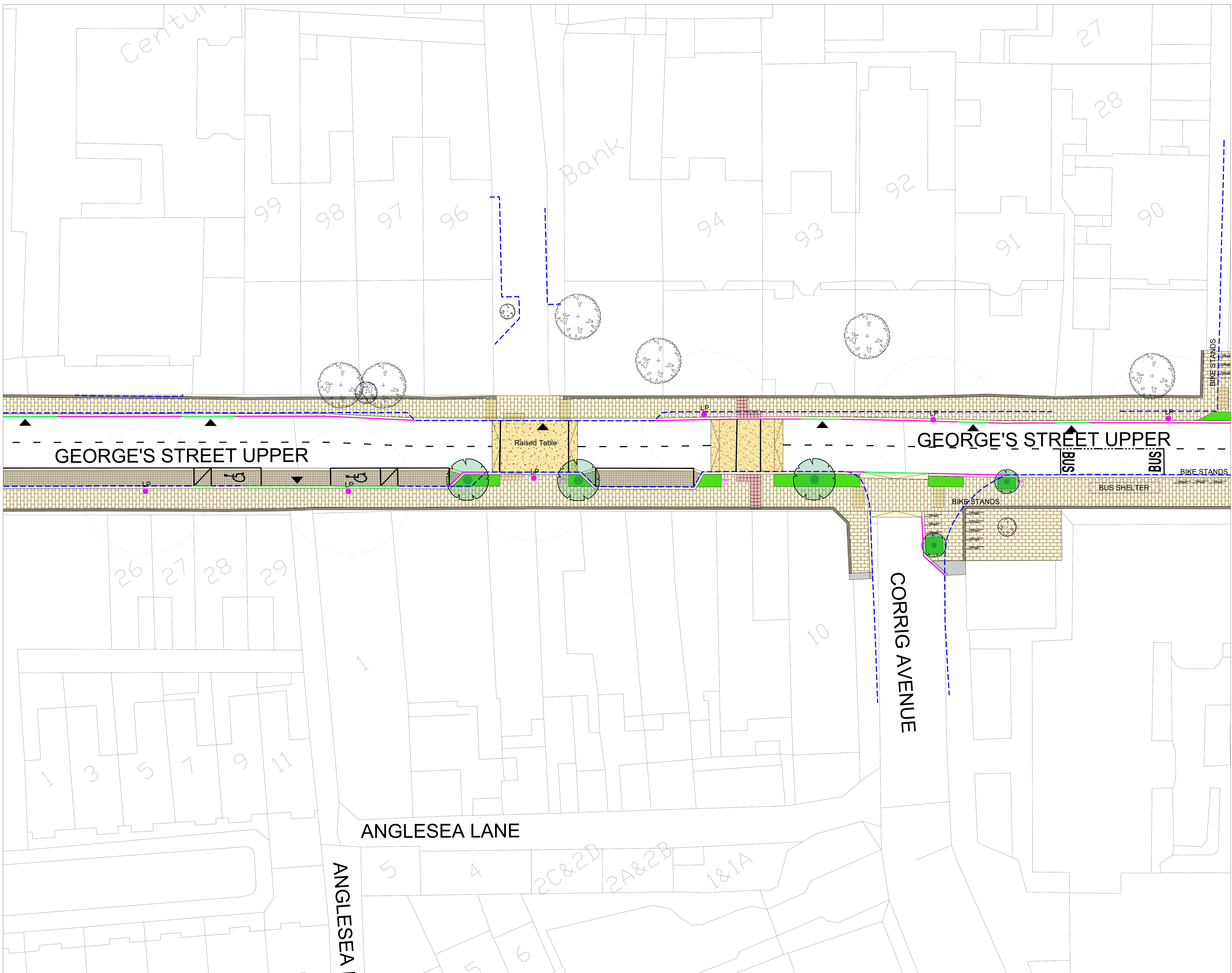
NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts
- Bollard
- New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-109	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET UPPER 2



NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-110	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET UPPER 3



**NMP**  
 Niall Montgomery + Partners

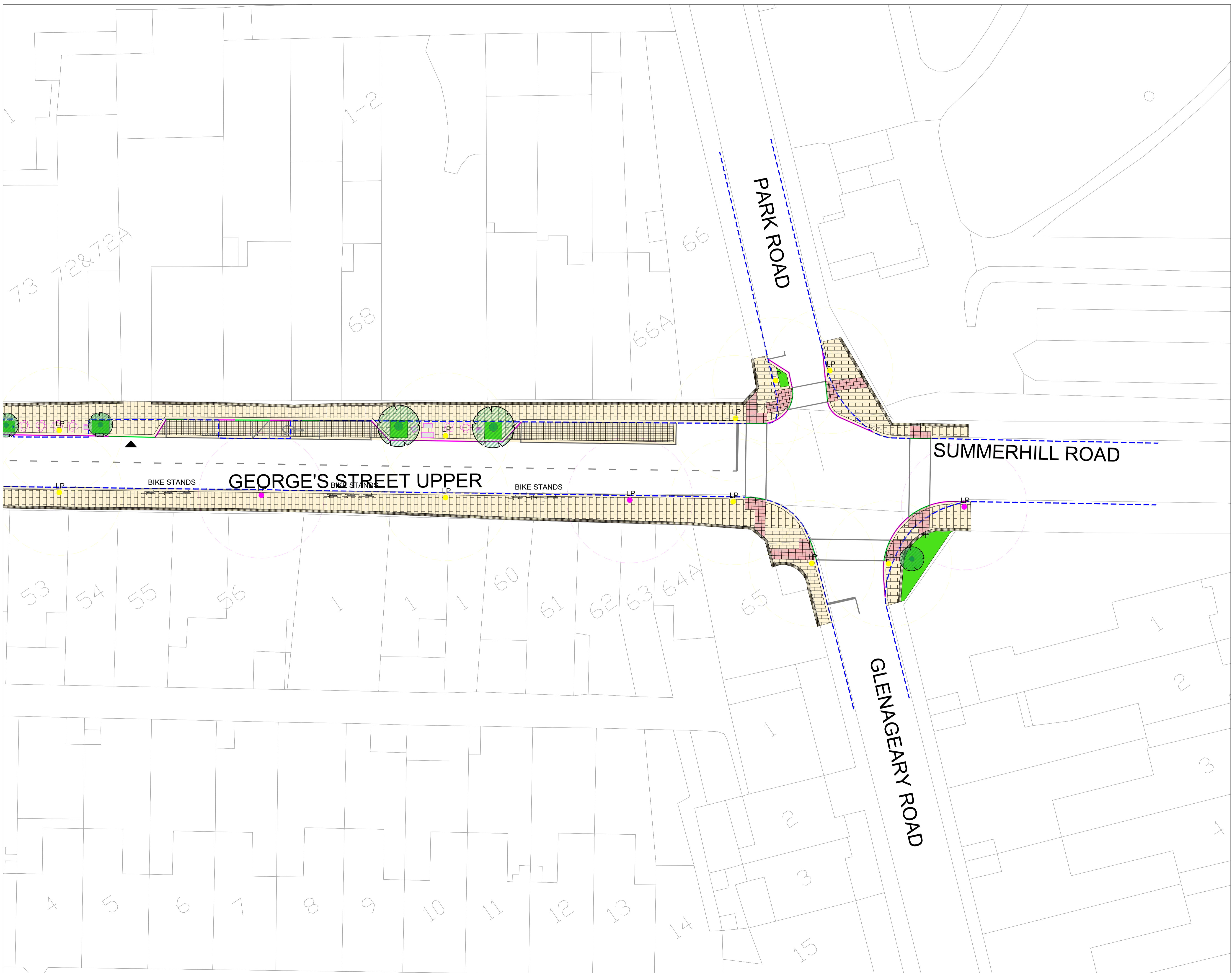
NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts LP LP LP
- Bollard B
- New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-111	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GEORGE'S STREET UPPER - PEOPLE'S PARK



NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-112	Checked By	LP
Scale	1:250@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	CLARINDA MODAL FILTER

**NMP**  
 Niall Montgomery + Partners  
 Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones : 2121 800 Fax : 2121 007 E mail : info@nmp.ie



NOTE:  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Existing Tree
- Proposed Tree Planting
- Railing
- Woodland
- Low Maintenance Planting Mix
- Grass
- Meadow
- Granite Sets - Dark Grey
- Granite Paving
- Concrete Footpath
- Exposed Aggregate Concrete Paving
- Sheffield Bike Stand
- Bench
- Chess Table
- Picnic Table
- Boulders
- Existing Kerb Line
- New Kerb Line
- Bollard

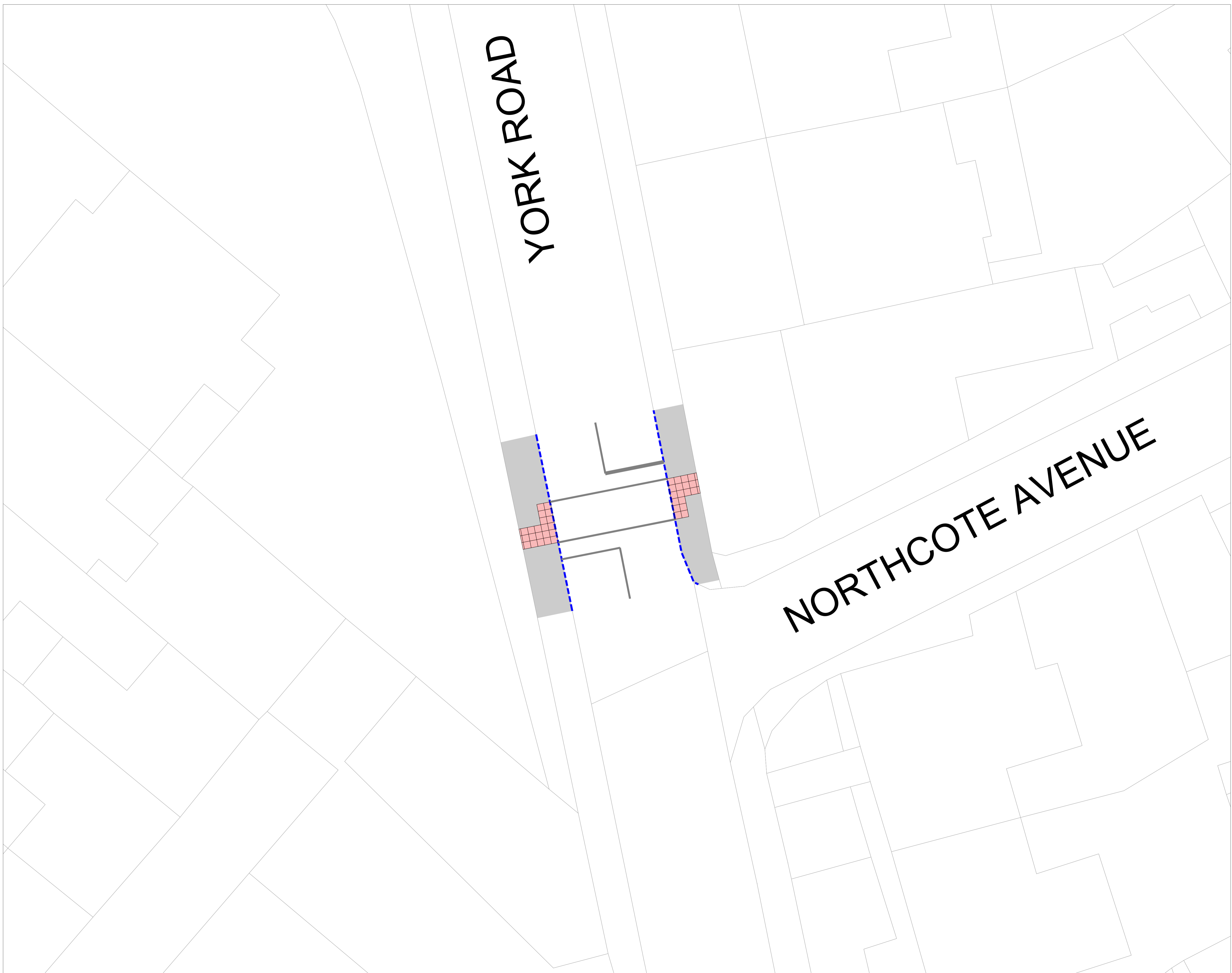
REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-113	Checked By	LP
Scale	1:250@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	CLARINDA PARK

**NMP**  
 Niall Montgomery + Partners  
 Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones : 2121 800 Fax : 2121 007 E mail : info@nmp.ie

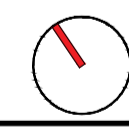


NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts
  - Bollard
  - New Electronic Smart Sign




REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-114	Checked By	LP
Scale	1:100@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	YORK ROAD

**NMP**  
 Niall Montgomery + Partners  
 Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones : 2121 800 Fax : 2121 007 E mail : info@nmp.ie



NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



Legend:

- Granite Setts - Dark Grey
- Granite Setts - Buff
- Granite Kerb
- Concrete Kerb
- Granite Paving
- Concrete Paving
- Exposed Aggregate Concrete Paving
- High Friction Surface
- Proposed Tree Planting
- Existing Trees to be Retained
- Planting Mix
- Fixed Furniture
- Movable Furniture (indicative only)
- Bin
- Sheffield Bike Stand
- Landscape Feature
- Existing Kerb Line
- New Kerb Line
- New Dropped Kerb Line
- Lamp Posts LP LP LP
- Bollard B
- New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-115	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	CROSS AVENUE MODAL FILTER



**NMP**  
 Niall Montgomery + Partners

Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones: 2121 800 Fax: 2121 007 E-mail: info@nmp.ie

NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts LP LP LP
  - Bollard B
  - New Electronic Smart Sign

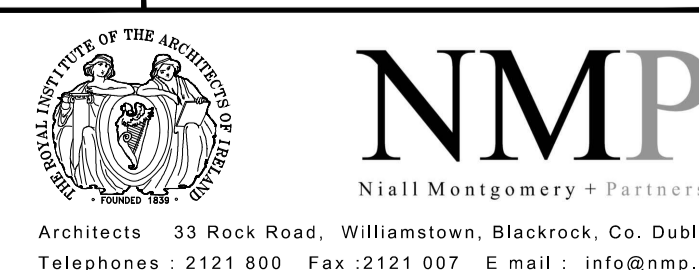


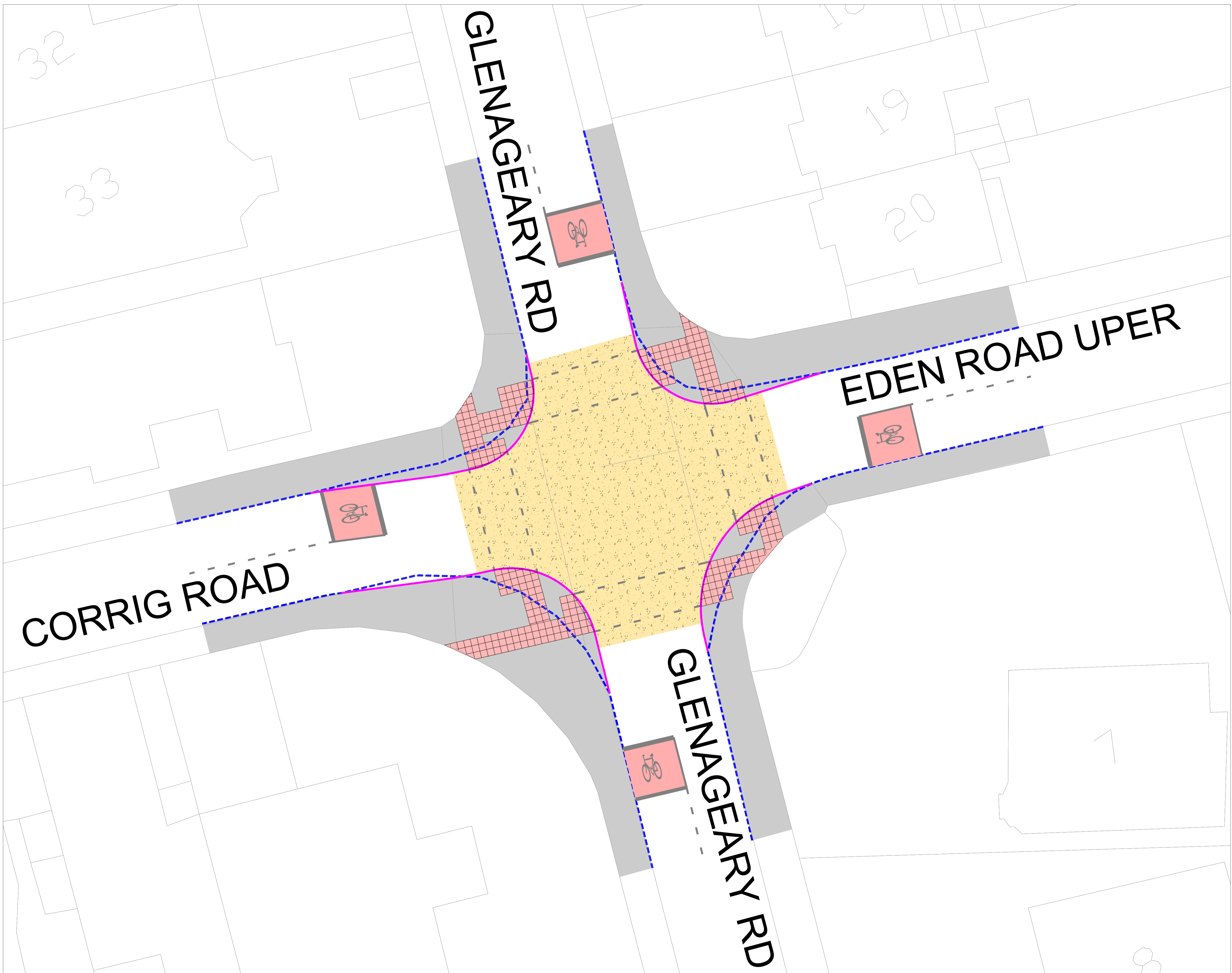
REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-116	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	TIVOLI ROAD MODAL FILTER



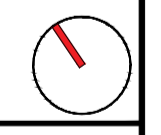


NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE RE-PRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



- Legend:
- Granite Setts - Dark Grey
  - Granite Setts - Buff
  - Granite Kerb
  - Concrete Kerb
  - Granite Paving
  - Concrete Paving
  - Exposed Aggregate Concrete Paving
  - High Friction Surface
  - Proposed Tree Planting
  - Existing Trees to be Retained
  - Planting Mix
  - Fixed Furniture
  - Movable Furniture (indicative only)
  - Bin
  - Sheffield Bike Stand
  - Landscape Feature
  - Existing Kerb Line
  - New Kerb Line
  - New Dropped Kerb Line
  - Lamp Posts LP LP LP
  - Bollard B
  - New Electronic Smart Sign



REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-117	Checked By	LP
Scale	1:100@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	GLENAGEARY ROAD LOWER

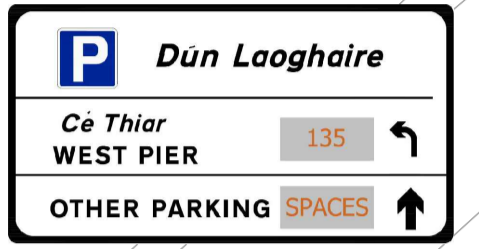
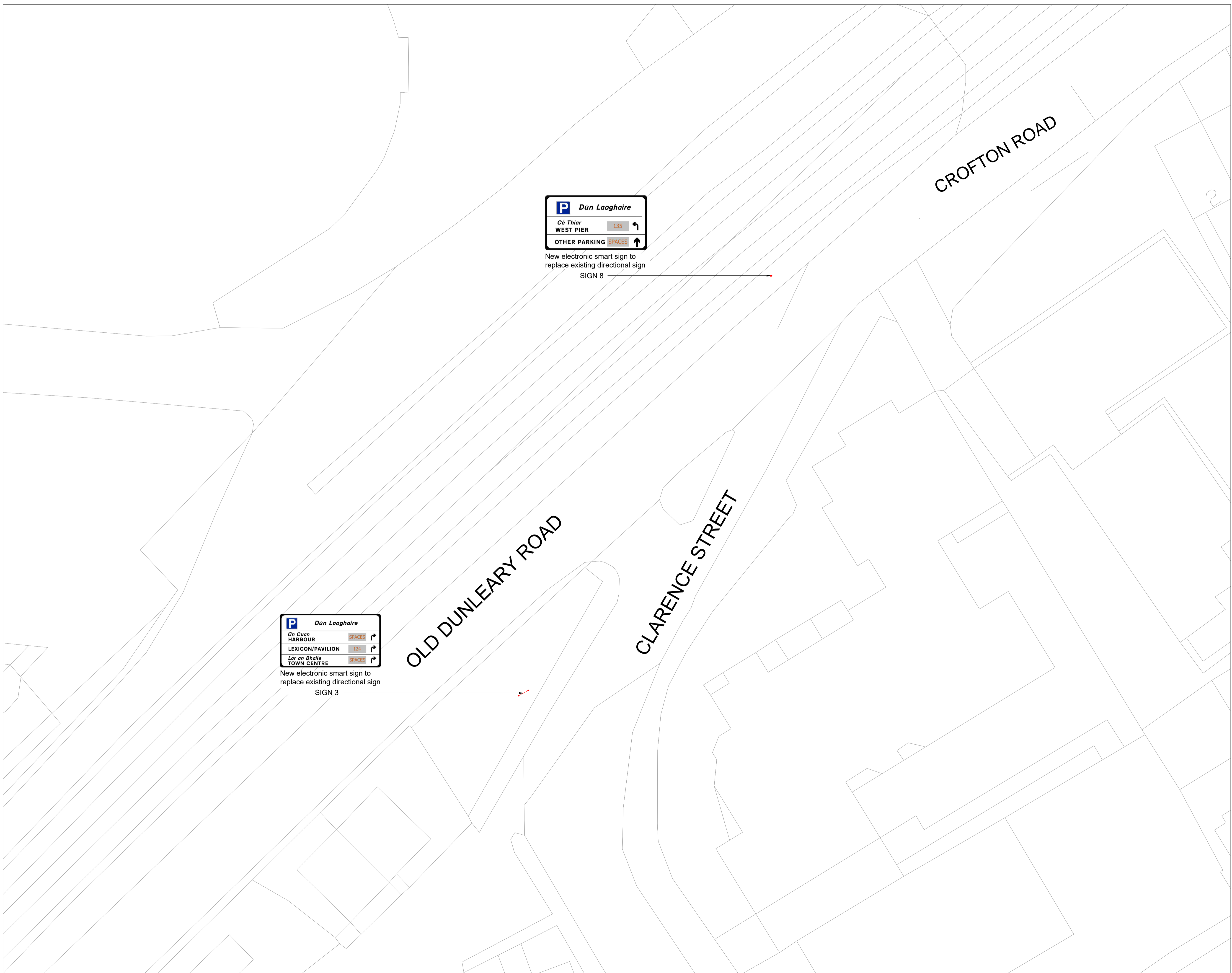
# NMP

Niall Montgomery + Partners

Architects 33 Rock Road, Williamstown, Blackrock, Co. Dublin  
 Telephones : 2121 800 Fax : 2121 007 E mail : info@nmp.ie

NOTE  
 ALL DIMENSIONS TO BE CHECKED ON SITE  
 NO DIMENSIONS TO BE SCALED FROM THIS DRAWING  
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
 RELEVANT CONSULTANT'S DRAWINGS  
 NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR  
 TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL  
 SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION  
 OF THE LANDSCAPE ARCHITECT AS COPYRIGHT HOLDER EXCEPT  
 AS AGREED FOR USE ON THE PROJECT FOR WHICH THE  
 DOCUMENT WAS ORIGINALLY ISSUED

CLIENT: DÚN LAOGHAIRE-RATHDOWN  
 COUNTY COUNCIL



New electronic smart sign to  
 replace existing directional sign  
 SIGN 8



New electronic smart sign to  
 replace existing directional sign  
 SIGN 3


REVISIONS:

Job No.	27A18	Drawn By	AG
Dwg No.	L-118	Checked By	LP
Scale	1:200@A1	Date	03/10/2023

JOB DESCRIPTION

Site	DUN LAOGHAIRE
Project	LIVING STREETS - DUN LAOGHAIRE PUBLIC REALM
Title	OLD DUNLEARY ROAD & CROFTON ROAD



# APPENDIX 3: DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN MAP



