

Dún Laoghaire-Rathdown County Council
Appropriate Assessment (AA) Screening Determination
under the
European Communities (Birds and Natural Habitats) Regulations, 2011 (as amended)
(For Proposed Local Authority Development)

Project Name / Reference No.	National Mobility Hubs Pilot – Dún Laoghaire-Rathdown (PC/IC/01/26)
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Description of the Proposed Development:

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork, Dún Laoghaire-Rathdown, Louth and Sligo) to deliver the National Mobility Hubs Pilot (NMHP). Dún Laoghaire-Rathdown County Council (DLRCC) administrative area represents one of the pilot mobility hub locations. The pilot aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. The NMHP involves the establishment of approximately 330 mobility hubs across the five pilot areas, each tailored to its urban context and transport needs. In Dún Laoghaire-Rathdown, it is anticipated that there will be approximately 121 mobility hub sites as part of the pilot project.

This Part 8 scheme (Phase 1) proposes to install mobility hubs at 73 locations (listed below) across the Dún Laoghaire-Rathdown County Council administrative area. Of the 73 no. mobility hub sites, 70 no. are located on lands within the control of the Council and 3 no. on private land. The remaining mobility hubs will be progressed through a separate Part 8 planning process (Phase 2) which will include further screening. The two-stage phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the sites proposed on private land are still being developed and agreed with the respective landowners.

The proposed works under this Part 8 scheme (Phase 1) includes -

- Installation of Sheffield cycle parking stands, e-scooter parking stands and cargo bike bays;
- Information poles and wayfinding;
- Footpath upgrades and dished kerbs;
- Road markings to demarcate the mobility hubs;
- Localised pavement and earthworks, where required;
- 1 no. EV charging station (max. 2 x 22kW plugs) at nine locations together with associated ducting and utilities to facilitate EV car sharing, and
- Any required ancillary works.

Of the 73 mobility hub sites, 65 sites will provide for e-scooters, e-bikes, and/or e-cargo bikes only; eight sites will provide for e-scooters, e-bikes and/or e-cargo bikes and EV car share, and one site will provide for EV car share infrastructure only. The sites have been selected to utilise existing car parks or existing parking bays, footpaths, greenspace or grass verges, minimising the requirement for land acquisition and minimising disruption.

The 73 mobility hubs will be located at the following locations:

Site ID	Site Location	Site ID	Site Location
99	Albert Road Lower	82	Old Bray Road, Cabinteely
37	Alma Road	113	Patrick Street
96	Avondale Road	95	Pearse Street
143	Ballinteer Road	97	Pearse Villas
53	Beaumont Avenue *	126	Redesdale Road

77	Belarmine Vaie	94	Rochestown Avenue
122	Benildus Avenue	156	Rock Road, Blackrock Park
35	Blackrock DART Station Car Park *	148	Rosemount Mulvey FC, Rosemount Estate
119	Blackthorn Drive	103	Sallynoggin Road / Pearse Street *
129	Brewery Road	33	Salthill and Monkstown DART Station *
162	Carmanhall Road	65	Samuel Beckett Civic Campus, Ballyogan
71	Carysfort Avenue (Carysfort Avenue Parking Lot)	80	Sandyford Hall Avenue
47	Castle Farm	168	Sandyford Hall Rise / Sandyford Hall View *
123	Clonard Lawn	59	Sandyford Luas Stop, Blackthorn Avenue
109	Clonkeen Road / Kill Lane	85	Sandyford Park
108	Clonkeen Road / Meadow Vale	46	Shanganagh Road
160	Convent Road, Dún Laoghaire	45	Shankill Main Street
155	Cross Avenue, Blackrock	41	Sorrento Drive (Dalkey DART Station)
115	DLR Leisure Monkstown	98	St Patrick's Avenue Car Park, Dalkey *
169	DLR Lexicon, Haigh Terrace	75	St Patricks Park, Enniskerry Road, Stepside
112	Dún Laoghaire DART Station	40	Station Road (Glenageary DART Station)
38	Eden Park *	58	Stillorgan Luas Stop
30	Enniskerry Road, Kiltiernan	149	Stillorgan Road (Boosterstown, Woodbine Road Bus Stop 2007)
163	Foxrock Village Car Park	132	Stillorgan Road (Priory Office Park)
107	Glenageary Road Upper	153	Stillorgan Road (Radisson Hotel Bus Stop 2009)
60	Glencairn Luas Stop / Murphystown Way	26	Stillorgan Road (Seafield Road Bus Stop 2008)
34	Harbour Road, Dún Laoghaire *	152	Stillorgan Road (St. Thomas Road Bus Stop 2070)
131	Holywell / Kilmacud Road Upper	68	Stillorgan Road (UCD Belfield Stop 768)
100	Hyde Road, Dalkey	111	Stillorgan Road, Deansgrange (Pedestrian overpass)
110	Kill Avenue / Abbey Road	134	Stonemasons Way
87	Killiney Hill Road	61	The Gallops - Glencairn Crescent
124	Kilmacud Road Upper / Lakelands Lawn	114	Tivoli Terrace South
89	Loughlinstown Drive	88	Willow Vale / Churchview Road
127	Lower Kilmacud Road, Stillorgan	51	Windy Arbour Luas Stop
54	Meadow Park Avenue / Mountain View Park	90	Wyattville Road
52	Mulvey Park *		
165	Newtownsmith		
125	North Avenue / Deerpark Road		

*Denotes mobility hub with car share

Legislative Context

This determination has considered the relevant legislative context as set out in the AA Screening report including, but not limited to:

- Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora)
- Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds)
- European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) (S.I. No. 477 of 2011)
- Planning and Development Act 2000, as amended.

AA Screening Report

AECOM Ireland Ltd. was commissioned by the National Transport Authority (NTA) and Dún Laoghaire-Rathdown County Council (DLRCC) to prepare an Appropriate Assessment Screening Report (AASR) for the National Mobility Hubs Pilot – Dún Laoghaire-Rathdown. The project is being progressed by the Council's Active Travel Section, Infrastructure and Climate Change Department.

The AASR (AECOM, April 2026) has been examined and evaluated by Miguel Sarabia, T/Senior Planner, Planning & Economic Department, and is satisfied that the AASR gives full consideration to the relevant directives and legislation and agrees with the contents and conclusion set out in the AASR and the reasons therein.

The AASR lists the guidance documents considered during the preparation of this AA Screening Report, data sources used to inform the assessment and overall methodology applied. A desk-based study assessed all relevant European Sites and identified European sites within the potential Zone of Influence (Zoi) of the proposed development. Only the European sites with an identified pathway and source have been included within the Zoi. The assessment considered direct, indirect, and cumulative effects, using a source-pathway-receptor approach. Nine European sites were identified within the Zoi, including South Dublin Bay and River Tolka Estuary SPA, North Bull Island SPA, The Murrough SPA, Ireland's Eye SPA, Poulaphouca Reservoir SPA, North-west Irish Sea SPA, Baldoyle Bay SPA, Malahide Estuary SPA, and Wicklow Mountains SAC. The AA screening process has considered the potential effects which may arise during the construction and operational phases of the proposed development. The potential impacts assessed included direct loss of or damage to habitat within a European site; loss of functionally-linked habitat; disturbance of qualifying species; changes to surface water hydrology; changes to groundwater flow or volume; injury and/or mortality of QI/SCI species; barriers to or displacement of QIs/SCIs or supporting species; waterborne and airborne pollution, and spread of invasive non-native species.

The screening report states that there are no European sites within any of the Mobility Hub Sites. No works will occur within the boundary of European sites. There is no potential for the direct loss or damage to QI or other habitats within European sites. There is no possibility of the construction of the mobility hub sites resulting in direct loss or damage to the European Sites. There are no watercourses or wetlands within the mobility hub sites and therefore, no in-stream works will occur. The screening report states the scale and nature of the proposed works are minor, with embedded design measures (e.g., no artificial lighting, standard noise and pollution prevention).

The AASR concludes that, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Sites, in view of the sites' conservation objectives, and there is no reasonable scientific doubt in relation to this conclusion.

The main reasons for this conclusion are as follows:

- No direct loss or damage to European site habitats will occur.


- Loss of functionally linked habitat is negligible due to the small area affected and the generalist nature of relevant species.
- Disturbance to qualifying species is unlikely, given the urban context and habituation to existing disturbance levels next to adjacent roads and car parks.
- No significant pathways for waterborne and airborne pollution, hydrological changes, or spread of invasive species were identified.
- Cumulative impacts with other projects were assessed and excluded due to the non-concurrent nature and minor scale of works.
- The assessment considered no measures intended to avoid or reduce harmful effects on European sites.

Determination

Having regard to the foregoing, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, it has been concluded that the proposed development, individually or in combination with other plans or projects, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

Signature:


Name MIGUEL SARABIA

T/Senior Planner, Planning Department

Position / Department

Signatory (Approved Officer):



Name

Director of Services, Planning & Economic Department

Position / Department

Delegation No.

2617 10/03/25

Date:

18/05/26

The proposed development, *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Appropriate Assessment Screening Determination in respect of the proposed development has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment.