

**Dún Laoghaire-Rathdown County Council
Environmental Impact Assessment (EIA) Screening Determination
(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 in phase 2 are still being developed and some of which need to be agreed with private 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 Vale	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, Stepaside
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 EIA Screening Report, including, but not limited to:

- Directive 2011/92/EU as amended by Directive 2014/52/EU (known as the EIA Directive) on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Act, 2000, as amended

- Planning and Development Regulations, 2001, as amended
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)
- Roads (Amendment) Regulations 2019 (S.I. 486 of 2019)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

EIA 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 EIASR is to determine whether the proposed development is likely to give rise to significant environmental effects and whether an EIA Report is required. The EIASR has regard to relevant supporting documentation including the 'National Mobility Hubs Pilot – Dún Laoghaire-Rathdown County Council Appropriate Assessment Screening Report (AECOM, April 2026), site location and general arrangement drawings.

The EIASR has been considered and evaluated by Miguel Sarabia, T/Senior Planner, Planning & Economic Department and is satisfied that the EIASR gives full consideration to the relevant legislative context; sets out the requirements for mandatory and sub-threshold EIA; and agrees with the contents and conclusion set out in the EIASR.

The EIASR assesses the installation of 73 mobility hubs (Phase 1) in Dún Laoghaire- with a future DLRCC development under Part 8 planning (Phase 2) to be assessed in a subsequent EIA Screening as more information becomes available, and additional mobility hub site locations and design details are developed and agreed with the respective landowners. The cumulative impacts of the NMHP network in DLR including future phases, have been considered to the extent possible based on the available information. The Phase 2 EIA Screening report will consider the cumulative impacts of the network further once designs are developed for all sites. The EIASR notes that both phases are functionally independent, with each phase capable of functioning distinctly and does not require the entire overall project (Phases 1 & 2) to be complete to allow them to function.

The EIASR aims to establish whether the Proposed Development necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and considers the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended). The EIASR details the characteristics of the proposed NMHP Dún Laoghaire-Rathdown scheme and its likely significant effects, if any, on the environment.

The EIASR concludes with the finding that the Proposed Development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required and therefore, an EIAR is not required.

The reasons for this conclusion as set out in the EIASR are as follows:

- The prescribed classes of development and thresholds that trigger a full EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). A review of the project types listed in the aforementioned Schedule 5 (as amended) has been carried out. The Proposed Development is not a type of development listed in Schedule 5, Part 1 and as the Proposed Development does not equal or exceed a development of a type listed in Part 2 of Schedule 5, an EIA culminating in the preparation of an EIAR is not required.
- The Proposed Development is not a type of development requiring a mandatory EIA under the

Roads Act 1993 (as amended).

- The Proposed Development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)) but does not meet or exceed the relevant threshold. The Proposed Development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended).
- No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.
- Based on the small scale of the proposed works, their location either within existing hardstanding areas or small grass verges with minimal vegetation loss required, and the screening assessment showing no likely significant environmental effects—particularly given the low risk of pollution, limited resource use, and temporary construction impacts (which will be addressed via mitigation measures by the Contractor's Construction Environmental Management Plan (CEMP), the Proposed Development does not require an EIAR.

Determination

It is considered that the EIA Screening Report (AECOM, April 2026) gives full consideration to the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU. Having regard to the foregoing, the proposed *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* does not trigger a mandatory EIA under the EIA Directive 2011/92/EU as amended, or the Planning and Development Regulations 2001, as amended. The proposed development is not a type of development requiring a mandatory EIA under the Roads Act 1993, as amended.

The proposed development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)) but does not meet or exceed the relevant threshold. The proposed development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended. No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

Further, the Council (as Competent Authority) determine, for the reasons set out above and in the EIA Screening Report, that the proposed development, is not likely to have significant effects on the environment due to the nature and small scale of works; location of works within existing hardstanding areas or small grass verges with minimal vegetation loss required; location of the proposed development relevant to areas of environmental sensitivity; the types and characteristics of potential impacts; cumulation of effects with those arising from other existing and/or proposed projects and measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.


Requirements for Mitigation:

- The preparation of a Construction Environmental Management Plan (CEMP), Resource Waste Management Plan (RWMP) and implementation of a Construction Traffic Management Plan (CTMP) to mitigate the environment effects of construction activities.
- Implementation of mitigation measures to manage temporary noise emissions during the construction and operational (maintenance) phases.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* and that an EIA is therefore not required and an EIAR is not required to be prepared.

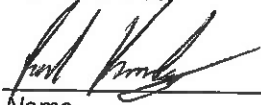
Therefore, it has been concluded, for the reasons set out above and in the EIA Screening Report (AECOM, April 2026), that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required. An EIAR is therefore not required.

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

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 progressed by the Active Travel Section, Infrastructure and Climate Change Department. This Environmental Impact 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 Environmental Impact Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.

