

Environmental Impact Assessment Screening Report

for the proposed

Orwell Road to Dodder Road Lower Rapid Deployment Scheme

for: The National Transport Authority Cycling Design Office

on behalf of: Dublin City Council

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1 Introduction

CAAS Ltd. has been appointed by National Transportation Authority's Cycling Design Office (CDO) on behalf of Dublin City Council, Dun Laoghaire Rathdown County Council and South Dublin County Council to prepare this Environmental Impact Assessment Screening Report for the proposed Orwell Road to Dodder Road Lower Rapid Deployment Scheme (the proposed scheme). This report has been prepared to form an opinion as to whether or not the proposed scheme should be subject to Environmental Impact Assessment (EIA) and if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it.

The screening assesses the proposed scheme with reference to the EIA legislation¹ including the EIA Directive, and Planning and Development legislation¹. It also has regard to relevant parts of:

- *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, Department of the Environment, Heritage and Local Government
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*, 2018, Department of Housing, Planning and Local Government
- *OPR Practice Note PN02 Environmental Impact Assessment Screening*, 2021, Office of the Planning Regulator
- relevant EU Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, 2015, EU and *Environmental Impact Assessment of Projects - Guidance on Screening*, 2017, EU.

The first step in screening the proposed scheme involves a review of its characteristics to find out if it corresponds to any project type (or class) which is subject to the EIA requirements as set out in the legislation. If it does correspond to any such type then the second step is to carry out a *preliminary examination* to establish the likelihood of significant effects on the environment arising from the proposed scheme. The outcome of the preliminary examination determines the subsequent steps of the screening process which may involve sub-threshold project considerations and review against prescribed criteria for determining whether the scheme should be subject to EIA or not. These criteria include consideration of potential environmental effects.

If it is required, the consideration of potential effects covers all significant direct, indirect and secondary effects as relevant, with reference to the guidance and in compliance with the legislation. Where used, descriptions of effects follow the statutory *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022. For ease of reference, these standardised descriptions are reproduced in Appendix I of this report.

The information on the proposed scheme that has been used in preparation of this report, including a written description, was provided by the Cycling Design Office.

The following sections of this report cover:

- The proposed scheme (s2)
- The legislative basis for EIA (s3)

¹ see section 3 for details

- Project type (s4)
- Sub-threshold development (s5)
- Preliminary examination (s6)
- Schedule 7 screening (s7)
- Conclusion (s8)

An overview of the author's competency is provided in Appendix IV.

2 The proposed scheme

2.1 Overview of the scheme

The proposed scheme extends for approximately 460m along the section of Dodder Rd Lwr that runs between the junction with Orwell Rd and the junction adjacent to the footbridge at the southern entrance to Orwell Park. The proposal mainly involves the changing a two-way carriageway to one-way (southbound) and conversion of the existing northbound carriageway to a two-way cycle track. The route will continue to be operated and maintained as a public transport route in an urban area.

2.2 Scheme details

The scheme proposals consist of the following:

- Removal of the northbound traffic lane along Dodder Road Lower
- Provision of a 3.0 m wide two-way segregated cycle track by way of a bolt down kerb
- Reconfiguration of the Orwell Road / Dodder Road Lower priority junction
- Addition of a short 2-way cycle track from Orwell Walk to the Orwell Road / Dodder Road Lower junction
- Full signalisation of the Orwell Road / Bremore Park junction
- Provision of a new 2 m footpath between Dodder Road Lower and Bremore Road including a new access through the low wall along Bremore Road
- Associated ancillary works i.e. updated road markings, new signage etc

Approximately 4 small shrubs / trees near the western end of the scheme are to be removed to facilitate footpath widening prior to tie in with the SDCC scheme.

The scheme extent is approximately 0.76 hectares (ha).

The scheme proposals are illustrated in Figures 1 and 2.



Figure 1 Location of proposed scheme

Source: Google maps (site boundary is approximate)

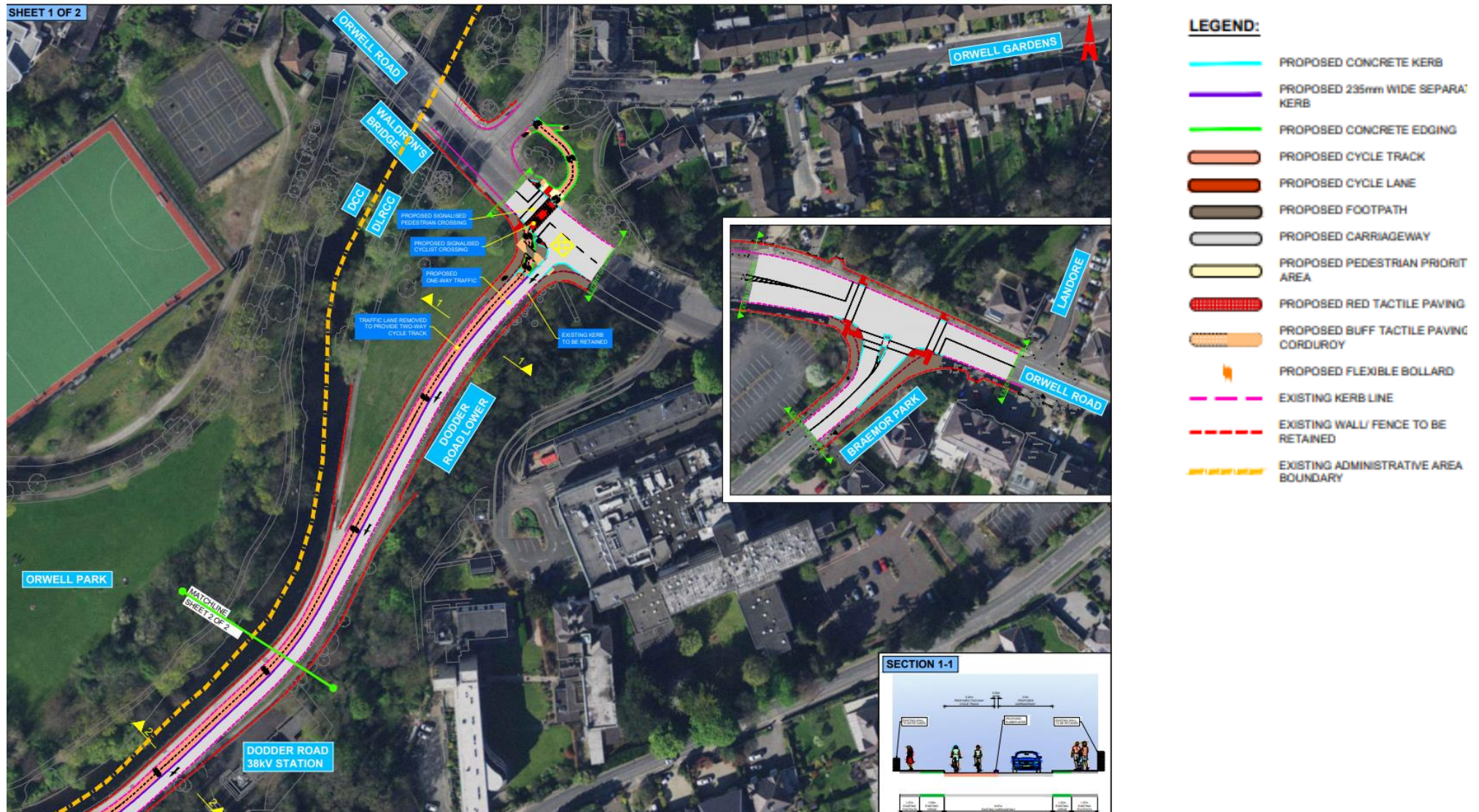


Figure 2 Orwell Rd to Dodder Rd Lwr Rapid Deployment Scheme 1/2
 Source: Cycling Design Office. A full scaled version of the drawing is available separately.

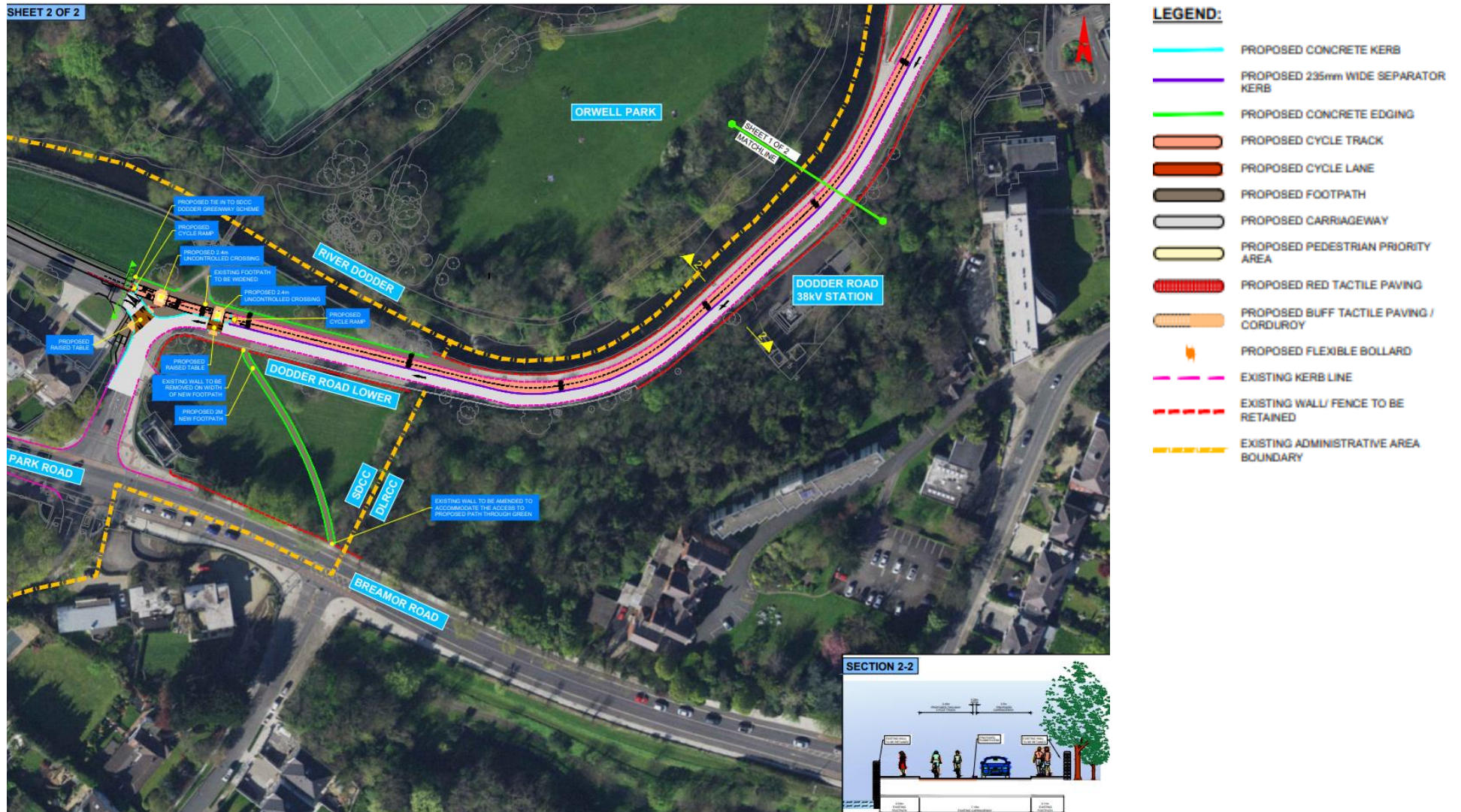


Figure 3 Orwell Rd to Dodder Rd Lwr Rapid Deployment Scheme 2/2
 Source: Cycling Design Office. A full scaled version of the drawing is available separately.

3 Legislative basis for EIA

EIA requirements derive from EU Directive 2011/92/EU (as amended by Directive 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment. The Directive has been transposed into various Irish legislation of which the following is the most relevant to this scheme.

- The Planning and Development Acts 2000-2020 (Part X), as amended by, *inter alia*, the:
 - Planning and Development Regulations 2001 (S.I. 600/2001)
 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)

Part 1 of Schedule 5 of these regulations lists projects included in Annex I of the Directive which automatically require EIA.

For projects included in Annex II of the Directive, Part 2 of Schedule 5 provides thresholds above which EIA is required.

In addition to consideration of the above and for the purposes of a thorough screening process, this report also considers potentially relevant requirements arising from other legislative codes, specifically: -

- The Roads Act 1993, as amended, *inter alia*, by the:
 - Roads Regulations, 1994 (S.I. 119/1994)
 - the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

Section 50 of this Act specifies types of roads projects that automatically require EIA. These are generally large-scale projects such as new or realigned roads of four lanes or more, new bridges or tunnels that are likely to have significant effects on the environment. It also sets out criteria for determining whether or not other roads projects should be subject to EIA.

4 Project type

In the first instance it is necessary to determine whether the project is of a type that requires EIA.

Development is a key term in the categorisation of project types for purposes of EIA in the Planning and Development legislation. *Development* is defined in Section 3 (1)(a) of the Planning and Development Act, 2000 mainly as *the carrying out of any works in, on, over or under land or the making of any material change in the use of any land or structures situated on land*. The proposed scheme involves the carrying out of works that will involve the installation of lane separation kerbing, changes to road surface markings and signage, introduction of a toucan crossing and signalisation of a junction. These works can be considered to be minor and will not generally cause any material change in use of the roadway as it will continue to be a roadway. They will also not change of the character or type of use to any material extent. On this basis it is, be considered by the Planning Authority that the proposed scheme constitutes development within the meaning of

the Planning and Development Act. Thus, it is considered appropriate to consider the relevance of the types of *development* that are specified as project types for purposes of EIA.

S50 (1) (b) to (d) of the Roads Act of 1993, as amended, includes reference to road developments *consisting of the construction of a proposed public road or the improvement of an existing public road* (underlined for emphasis). The latter can be taken to be applicable to this scheme.

Potentially relevant project types prescribed for EIA purposes in both the Planning and Development and Roads legislation are thus considered in this screening. Each such type is listed in the table below, with a commentary of its applicability to the proposed scheme.

Project type / criteria	Comment	Is EIA required on this basis?
Planning and Development legislation S.I. 600/2001, Schedule 5, Pt 2		
Project type 10. <i>Infrastructure projects (b) (iv)</i>		
<p><i>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.</i></p> <p><i>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>Project type</p> <p>Commission guidance² lists a range of projects, stating that these or other projects with similar characteristics can be considered to be <i>urban development</i>. These include:</p> <ul style="list-style-type: none"> • Shopping centres • Bus garages • Train depots • Hospitals • Universities • Sports stadiums • Cinemas • Theatres • Concert halls • Other cultural centres • Sewerage or water supply networks <p>The proposed project does not correspond to or have similar characteristics to any of the above listed project categories.</p> <p>The judgement of the High Court in the case of <i>Carvill & Flynn v Dublin City Council & Ors.</i> [2021] IEHC 544 took a broad interpretation of the <i>urban development</i> project type. In that case the Court</p>	No

² Interpretation of definitions of project categories of annex I and II of the EIA Directive, 2015, EU

Project type / criteria	Comment	Is EIA required on this basis?
	<p>considered a proposed cycle path to correspond to this project type and thus to fall within the provisions of the Directive as implemented in domestic law.</p> <p>On the basis of the EU guidance, the proposed scheme can be considered as not falling into the urban development project type. However, taking account of the above case law it is considered that it could be taken to do so. Out of an abundance of caution, for the purposes of a robust screening assessment, the scheme is taken to fall into the <i>urban development</i> project type.</p> <p>Scale</p> <p>The proposed scheme is in an urban area where the 10 ha threshold would apply. It is not in a business district. At approximately 0.76 ha, the area of the proposed scheme is equivalent to approximately 7.6 % of the applicable threshold.</p> <p>If, taking account of the <i>Carvill & Flynn</i> judgement, it is considered that this scheme falls into the <i>urban development</i> project type (type 10(b)(iv)); at approximately 0.76 ha, it is far below the applicable scale threshold. It may on this basis be considered to fall into the project type but to be <i>sub-threshold</i> (ref. s5 below).</p>	
<i>dd) All private roads which would exceed 2000 metres in length</i>	The proposed scheme is not a private road.	No
<p>Roads legislation</p> <p><i>Section 50 of the Roads Act, 1993, as amended by, inter alia, the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 279/2019) requires that: -</i></p>		
<p><i>(1) (a) A road development that is proposed that comprises any of the following shall be subject to</i></p>		

Project type / criteria	Comment	Is EIA required on this basis?
<i>an environmental impact assessment:</i>		
<i>(i) the construction of a motorway</i>	The proposed scheme does not provide for construction of a motorway	No
<i>(ii) the construction of a busway</i>	The proposed scheme does not include construction of a busway.	No
<i>(iii) the construction of a service area</i>	The proposed scheme does not include construction of a service area.	No
<i>(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road</i>		
<i>The prescribed types as referred to in (iv) above are given in section 8 of S.I. 119/1994 as:</i>		
<i>(a) 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</i>	The proposed scheme does not include construction, realignment or widening of a road to provide for four or more lanes.	No
<i>(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.</i>	The proposed scheme does not include construction of any bridge or tunnel.	No
<i>S50 (1) (b) to (d) of the Roads Act of 1993, as amended, require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.</i>	It is required to review the proposed scheme in order to determine whether or not it is likely to have significant effects on the environment.	Uncertain (Ref. s5 - 8 below)

5 Sub-threshold development

Article 92 of the Regulations of 2001, as amended defines *sub-threshold development* as:

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.

As stated in s4, the proposed scheme may be considered to correspond to project type (10(b)(iv) *urban development* (as contained in Part 2 of Schedule 5). Because it is below the given area threshold for this project type, it may also be considered to comprise *sub-threshold development*.

The Roads Act, 1993 (as amended) does not refer to sub-threshold development *per se*. However, as noted in the table above, s50(1)(b) to (d) of the Act require that any road development or road improvement project which would be likely to have significant effects on the environment shall be subject to EIA. Any road development or road improvement project that does not fall into any of the specific types listed in s50 must thus be examined to establish if it is likely to cause significant environmental effects. This is essentially the same requirement that applies to sub-threshold projects under the Planning and Development legislation.

6 Preliminary Examination

Article 120(a)(1) of the Planning and Development Regulations 2001, as amended, requires that -

- (a) *Where a local authority proposes to carry out a sub-threshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.*
- (b) *Where the local authority concludes, based on such preliminary examination, that—*
 - (i) *there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,*
 - (ii) *there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or*
 - (iii) *there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—*
 - (I) *conclude that the development would be likely to have such effects, and*
 - (II) *prepare, or cause to be prepared, an EIAR in respect of the development.*

During construction, the proposed scheme can be expected to affect pedestrian, cycle and vehicular traffic and to cause temporary noise, dust and visual effects. During operation it will affect pedestrian, cycle and vehicular traffic and have potential to cause visual, noise and air quality effects. These effects have potential to affect residential and amenity receptors in and adjacent to the scheme area, also on and adjacent to other routes which may experience changes in traffic patterns resulting from the scheme. On preliminary examination it can be considered that there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed scheme. Thus, in accordance with the Regulations, it is required to screen

the proposal to form an opinion as to whether or not the proposed scheme should be subject to Environmental Impact Assessment (EIA).

7 Schedule 7 Screening

7.1 Overview of Schedule 7

Annex III of the EIA Directive (2011/92/EU, as amended) as transposed into Schedule 7 of the Planning and Development Regulations - sets out criteria for review of sub-threshold projects to determine if they should be subject to EIA. These criteria include characteristics, location and potential effects. Schedule 7A sets out information which is required to be provided for sub-threshold projects to enable review against the Schedule 7 criteria.

7.2 Schedule 7A information

Schedule 7A of the Planning and Development Regulations sets out *Information to be provided by the Applicant or Developer for the Purposes of Screening Sub-threshold Development for Environmental Impact Assessment*. Article 120 of the Regulations of 2001 (as amended) confirms that this requirement applies local authority developments. The specified information is listed below and the right-hand column shows where the information is provided in this report.

Schedule 7A requirement	Where this information is provided
1. A description of the proposed development	Section 2 of this report, also accompanying documents and drawings
2. A description of the aspects of the environment likely to be significantly affected by the proposed development	Section 7.3 of this report
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	Section 7.3 of this report
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7	Section 7.3 of this report
Additional requirement	
Any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account.	Because no significant adverse effects are found to be likely (ref. section 7.3), no further information on the characteristics of the proposed scheme and its likely significant effects on the environment is relevant or required. Assessments of potential effects on the environment carried out pursuant to EU legislation other than the EIA Directive are set out in Appendix II of this report. No findings arising from any of these assessments are found to be relevant to the Schedule 7 (EIA) screening of the proposed scheme.
Optional information	

A description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.

Because the proposed scheme is found not to be likely to cause any significant adverse effects (ref. section 7.3) there is no requirement to propose any features or measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

7.3 Review against Schedule 7 criteria

The Schedule 7 criteria cover:

1. Characteristics of the proposed development
2. Location of the proposed development
3. Types and characteristics of potential impacts

The specific criteria are listed in the table below. The comments provided in relation to the category 1 and 2 criteria are factual and do not generally comment on the types or characteristics of impacts. In keeping with the intent of Schedule 7, commentary on impacts is mainly provided in response to the items covered in the review of the category 3 criteria. All comments are made in the context of the Directive and guidance, particularly those regarding *significance*. The review against the Schedule 7 criteria takes account of the environmental factors set out in of Schedule 6, 2(d), as relevant.

Schedule 7 Criteria	Commentary
<p>1. Characteristics of Proposed Development</p> <p>The characteristics of proposed development, in particular:</p>	
<p>(a) the size and design of the whole of the proposed development</p>	<p>The project is approx. 0.76 ha in area.</p>
<p>(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment</p>	<p>The proposed development will increase the level of development of the banks of the Dodder River when considered together with other developments in the vicinity including the existing foot path and road.</p> <p>The immediate environs are generally in amenity and parkland usage with wooded ground to the east rising upwards towards institutional (religious) properties and a former hospital. There is a 38 kV electrical substation midway along the east of the scheme area. The scheme area is located on and adjacent to the east bank of the River Dodder with a public park, Orwell Park, located on the opposite bank.</p> <p>The wider environs are mainly residential.</p> <p>Works by South Dublin County Council for provision of improved cyclist and pedestrian facilities are currently being undertaken on Dodder Rd Lwr. This is part of a scheme which was approved by South Dublin County Council in 2017. This scheme was screened</p>

	<p>and found not to be required to be subject to EIA. The western end of the subject scheme will link with this.</p> <p>At time of preparation of this report, <i>Rapid Deployment Schemes</i> for the provision of shared cycling and pedestrian routes along four other separate sections of the Dodder are being progressed by Dublin City and Dun Laoghaire Rathdown County Councils. These are not contiguous with the subject scheme. The closest of them runs between Clonskeagh Rd and Patrick Doyle Rd in Milltown, which is approximately 1.3 km downstream of Orwell Rd. Each is subject to separate EIA screening processes and none has been found to be required to be subject to EIA. All of the schemes referred to are shown on the Active Travel Network Map which can be viewed online at https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis</p> <p>There are numerous other proposed developments in the vicinity of the scheme which are currently at planning consent stage or have been permitted but are not yet built. Appendix III provides further information on these.</p>
(c) the nature of any associated demolition works	No demolition works are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	No significant natural resources will be used.
(e) the production of waste,	Waste generated during construction and operation can be anticipated to be typical for a small scale works project. No significant waste streams will be generated during the construction or operation of the scheme.
(f) pollution and nuisances,	<p>During construction, the proposal is likely to generate localised and short-term noise, dust and minor traffic. Restrictions in availability of footpaths, cycle tracks, carriageways and parking spaces during construction can be anticipated to have potential to cause nuisance to users.</p> <p>After construction, the proposed changes can be expected to have limited potential to cause significant pollution effects. They can be anticipated to have potential to cause changes in air quality and noise along the route and along any routes that will receive displaced traffic. Reduction in availability of on-road parking can also be expected to have potential to cause nuisance, particularly to persons accessing Orwell Park by vehicle from the South.</p>

<p>(g) 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</p>	<p>The proposal is likely to have a calming effect on traffic along the route, provide improved, separated facilities for cyclists and reduce the risk of major accidents, and/or disasters in the area.</p> <p>Existing levels of vulnerability of Dodder Rd Lwr and the Dodder Rd 38kV substation to fluvial flooding will not be significantly affected by the proposal.</p>
<p>2.Location of proposed development</p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—</p>	
<p>(a) the existing and approved land use</p>	<p>The land-uses of the surrounding area are mainly residential and recreational. . In the wider vicinity the main land uses are institutional (religious), healthcare and residential.</p>
<p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>The route is located along the Dodder River. It also crosses the Little Dargle River which discharges to the right bank of the Dodder from a culvert that runs beneath Braemor Rd and Dodder Rd Lwr.</p> <p>The River Dodder including adjacent areas of parkland and trees is a significant habitat corridor with significant populations of fauna including various species of fish, birds and mammals.</p>
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p>	
<p>(i) wetlands, riparian areas, river mouths</p>	<p>The proposed development is located along the banks of the Dodder River, which is an important riparian ecological corridor traversing the south of Dublin City.</p>
<p>(ii) coastal zones and the marine environment</p>	<p>-</p>
<p>(iii) mountain and forest areas</p>	<p>-</p>
<p>(iv) nature reserves and parks</p>	<p>Orwell Park is located to the west of the scheme area.</p>

(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	<p>All Natura 2000 sites within 15 km of the scheme area are listed and considered in the accompanying AASR. The nearest of these are;</p> <ul style="list-style-type: none"> • South Dublin Bay SAC (000210) which is 4.27 km from the site • South Dublin Bay and River Tolka Estuary SPA (004024) which is 4.28 km from the site. • Wicklow Mountains SAC (002122) which is 7.28 km from the site • Wicklow Mountains SPA (004040) which is 7.54 km from the site • Glenasmole Valley SAC (001209) which is 8.18 km from the site • North Bull Island SPA (004006) which is 8.30 km from the site • North Dublin Bay SAC (000206) which is 8.31 km from the site • North-West Irish Sea cSPA (004236) which is 4.69 km from the site • Knocksink Wood SAC (000725) which is 10.81 km from the site • Rockabill to Dalkey Island SAC (003000) which is 11.71 km from the site • Dalkey Islands SPA (004172) which is 11.76 km from the site • Ballyman Glen SAC (000713) which is 12.62 km from the site • Howth Head SAC (000202) which is 13.33 km from the site • Baldoyle Bay SAC (000199) which is 13.76 km from the site • Baldoyle Bay SPA (004016) which is 13.76 km from the site
(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.	-
(vii) densely populated areas	The majority of the areas through which the route passes are recreational and residential with mainly low density housing.

<p>(viii) landscapes and sites of historical, cultural or archaeological significance</p>	<p>There are no designated landscapes or views however, the visual amenity of the route can generally be considered to be of significant value.</p> <p>Four protected structures and an industrial heritage feature from the Dún Laoghaire-Rathdown County Development Plan 2022-2028 are located in the vicinity within the project area. These include Landore hall house (RSP 93), Beechmount house (RSP 92), Ard Na Greine house (RSP 113) and Original Building and Gate Lodge (Note: Entrance Gates and Railings also Protected Structures) in the Church of Ireland Theological College (RSP 135). The industrial heritage feature is a Pillar Letter Box on the eastern side of Orwell Road to the south of the Dodder (RSP 927).</p> <p>Two sites in the Record of Monuments and Places in the NIAH are located in the vicinity within the project area. These include two mills DU022-096002) (DU022-096001).</p>
<p>3. Types and characteristics of potential impacts</p> <p>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—</p>	<p style="background-color: #cccccc;"> </p>
<p>(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</p>	<p>The proposed scheme will directly affect approximately 0.4 km of roadway.</p>
<p>(b) the nature of the impact</p>	<p>Implementation of the proposed scheme will be undertaken on existing built surfaces. Types and characteristics of effects are considered under the headings below.</p> <p>Vehicular Traffic</p> <p>During construction, localised changes in availability of footpaths and vehicular carriageways can be expected to cause temporary effects on access and amenity. It can be reasonably anticipated that such effects will be effectively managed by standard construction traffic management planning and that these effects will be imperceptible to slight.</p>

When operational, pedestrian and cyclist facilities will be improved by the proposed scheme.

Effects on vehicular traffic are addressed in detail in the accompanying Transport Statement (Aecom, April 2023). This report predicts that northbound traffic displaced from Dodder Rd Lwr will cause increases in traffic volumes on alternative routes, particularly in northbound traffic on Braemor Park, eastbound traffic on Braemor Rd (between Dodder Park Rd and Braemor Park) and westbound traffic on Orwell Rd (between Braemor Park and Dodder Park Lwr) during the a.m. peak (08:00-09:00). The most noticeable effect will be on Braemor Park where the base northbound flow of 401 vehicles will increase by 189 which is a 47% increase. During the a.m. peak, total traffic at the Braemor Rd / Woodside Drive and Braemor Rd / Braemor Rd / Braemor Park junctions is predicted to increase by 36.2% and 33.7% respectively. The Transport Statement refers to standard and accepted traffic capacity assessment criteria and to guidance contained in the Design Manual for Urban Roads and Streets, 2019, DHLGH. On this basis it generally categorises effects on the operation of junctions as minor to negligible. In relation to each modelled junction, it concludes that the results do not indicate any material impacts associated with the proposed development.

On this basis the net effect on traffic can be anticipated to be not significant within the meaning of the Directive.

Cycling Traffic

As the proposed scheme is generally for upgrading of a route which is already used by cyclists, it may encourage a number of vehicular users to choose cycling but is not likely to significantly increase the number of road users overall.

Research shows that the development of new cycling infrastructure or the upgrade of existing infrastructure is likely to lead to an increase of 8% to 14% in the level of cycling participation. This level of increase can be reasonably taken to be insignificant for purposes of EIA screening because it is unlikely to give rise to any significant environmental effects.

Noise

Effects on noise levels due to the proposed scheme have been assessed in the accompanying Traffic Noise Appraisal report (Aecom, May 2023). This finds that no significant noise or vibration effects are likely to occur during construction and that no significant traffic noise effects are likely to occur during operation.

Air Quality

Effects on air quality due to the proposed scheme have been assessed in the accompanying Air Quality Assessment report (Aecom, April 2023). This finds that no significant effects on air quality are likely to occur during the construction or operational phases of the proposed scheme.

Water

	<p>The level of potential surface water effects during construction can be expected to be within the normal range of such effects that would be expected during maintenance works for roads and traffic management. It can be reasonably anticipated that with application of normal construction environmental management techniques these temporary effects will be within appropriate standards and can be characterised as imperceptible to slight.</p> <p>During operation, effects on surface water can be expected to be insignificant within the meaning of the Directive.</p> <p>Biodiversity</p> <p>Standard construction management measures can be anticipated to effectively manage potential effects on the Dodder and its ecological corridor such that any construction phase effects can be anticipated to be imperceptible to slight.</p> <p>During operation, effects can be expected to be insignificant within the meaning of the Directive.</p> <p>Landscape</p> <p>Temporary effects on landscape during construction are also likely to be similar to those arising from routine road maintenance works and are likely to range from imperceptible to slight.</p> <p>Landscape effects during operation can be expected to be insignificant within the meaning of the Directive.</p> <p>Cultural Heritage</p> <p>There will be no significant effects on the nearby Protected Structures or on any other cultural heritage features.</p>
(c) the transboundary nature of the impact	-
(d) the intensity and complexity of the impact	Construction impacts will be temporary, of low to slight intensity and will not be complex.
(e) the probability of the impact	The effects outlined at (b) above are likely to occur.
(f) the expected onset, duration, frequency and reversibility of the impact	Construction phase impacts will commence at start of construction, be of varying frequency and can be anticipated to be insignificant to slight and temporary to short-term. Overall operational effects will be permanent and imperceptible to insignificant.

(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment.

As noted at 1(b) above, there are numerous other existing, permitted and proposed projects in the locality. These include other existing and proposed Active Travel and Bus Connects schemes. A map showing these travel schemes is available here:

<https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis>

The proposed scheme will be complementary to these other active travel schemes and will tie in to the wider network, thus supporting a fully connected Active Travel Network in the area and thereby contributing to the objectives of the Greater Dublin Area Transport Strategy as well as to the policies and objectives set out in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the South Dublin County Development Plan 2022-2028.

The Active Travel Network includes the Dodder Greenway route along which the subject proposal lies. The Network has been incorporated into the NTA Greater Dublin Area Transport Strategy 2022-2042 (approved in January 2023). All projects and routes in the Network and Strategy are subject to applicable requirements of the EIA legislation including screening and, where required, full EIA. Both the Network and Strategy have been subject to Strategic Environmental Assessment (SEA). These assessments have considered the environmental effects of the wider network of cycle routes and other transportation proposals, including cumulative effects, in full compliance with the SEA Directive and transposing legislation.

Other schemes along the Dodder Greenway route are under development by Dublin City and Dun Laoghaire Rathdown County Councils. The South Dublin scheme, which meets the western end of the subject scheme, was approved in 2017. The closest of the other schemes currently being progressed to consent stage is approximately 1.3 km downstream.

The subject scheme is not functionality dependent on any of the other schemes and could operate effectively if they were not delivered. Because of this it is not required to consider any of the other schemes as part of the 'whole'³ subject development for EIA screening purposes as might be required if one scheme was integral to the others. Exclusion of the other schemes from the EIA screening is not *project splitting*⁴ because the other schemes are not excluded in order to circumvent compliance with the requirements of the EIA Directive.

Cumulative effects arising from the anticipated increase in use of the scheme route by cyclists and pedestrians have been considered under Schedule 7 criteria 3 (b), (d), (e) and (f) above, where it is found that they will not be significant within the meaning of the EIA Directive.

On the basis of its nature and scale, when considered together with effects arising from other existing and/or permitted development, also taking account of known proposed developments and adopted plans, the subject proposal has negligible potential to cause or

	contribute to significant cumulative effects within the meaning of the Directive.
(h) the possibility of effectively reducing the impact	<p>A high level of aesthetic design is anticipated to ensure that visual impact is effectively minimised.</p> <p>It can be reasonably anticipated that any effects on traffic and parking will be effectively managed as part of the normal functions of the Council.</p> <p>Construction effects will be managed so to be within appropriate standards by adherence to standard protocols</p>

Based on review against the Schedule 7 criteria, the environmental impacts of the proposed project can be generally anticipated to be insignificant to slight during both the temporary construction phase and during the permanent operational phase. These effects are not likely to be significant within the meaning of the Directive.

Article 120 of the Regulations of 2001, as amended, states that the Schedule 7A information:

- a) *shall be accompanied by any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account and*
- b) *may be accompanied by a description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.*

A review of other relevant assessments is contained in Appendix II. This shows that none of the findings of these assessments affect the Schedule 7 screening considerations for this proposal.

In relation to (b), key measures associated with the proposal are referred to at the final row of the table above.

³ Directive 2014/52/EU introduced requirement for EIA to address 'whole' projects. This is taken to include elements that are integral to the functioning or operation of the project even where consent is not being sought for those elements.

⁴ Dividing a project into separate parts so that each part is below an applicable EIA screening threshold.

8 Conclusions

It is considered that the Orwell Road to Dodder Road Lower Rapid Deployment Scheme does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

This conclusion is based on an objective review of the proposed scheme, including its characteristics, location and the likelihood of it causing significant environmental effects. The screening has followed the relevant legislation and has had regard to the relevant guidance.

Appendix I – Standard Descriptions of Effects

(from *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, 2018 draft, EPA)

<p>Quality of Effects</p> <p>It is important to inform the non-specialist reader whether an effect is positive, negative or neutral</p>	<p>Positive Effects</p> <p>A change which improves the quality of the environment (for example, by increasing species diversity; or the improving reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).</p>
	<p>Neutral Effects</p> <p>No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.</p>
	<p>Negative/adverse Effects</p> <p>A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem; or damaging health or property or by causing nuisance).</p>
<p>Describing the Significance of Effects</p> <p>“Significance” is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see <i>Determining Significance</i> below.).</p>	<p>Imperceptible</p> <p>An effect capable of measurement but without significant consequences.</p>
	<p>Not significant</p> <p>An effect which causes noticeable² changes in the character of the environment but without significant consequences.</p>
	<p>Slight Effects</p> <p>An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.</p>
	<p>Moderate Effects</p> <p>An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.</p>
	<p>Significant Effects</p> <p>An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.</p>
	<p>Very Significant</p> <p>An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.</p>
	<p>Profound Effects</p> <p>An effect which obliterates sensitive characteristics</p>
<p>Describing the Extent and Context of Effects</p> <p>Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.</p>	<p>Extent</p> <p>Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.</p>
	<p>Context</p> <p>Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)</p>

<p>Describing the Probability of Effects</p> <p>Descriptions of effects should establish how likely it is that the predicted effects will occur – so that the CA can take a view of the balance of risk over advantage when making a decision.</p>	<p>Likely Effects</p> <p>The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.</p> <p>Unlikely Effects</p> <p>The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.</p>
<p>Describing the Duration and Frequency of Effects</p> <p>'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.</p>	<p>Momentary Effects</p> <p>Effects lasting from seconds to minutes</p> <p>Brief Effects</p> <p>Effects lasting less than a day</p> <p>Temporary Effects</p> <p>Effects lasting less than a year</p> <p>Short-term Effects</p> <p>Effects lasting one to seven years.</p> <p>Medium-term Effects</p> <p>Effects lasting seven to fifteen years.</p> <p>Long-term Effects</p> <p>Effects lasting fifteen to sixty years.</p> <p>Permanent Effects</p> <p>Effects lasting over sixty years</p> <p>Reversible Effects</p> <p>Effects that can be undone, for example through remediation or restoration</p> <p>Frequency of Effects</p> <p>Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)</p>
<p>Describing the Types of Effects</p>	<p>Indirect Effects (a.k.a. Secondary Effects)</p> <p>Impacts on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.</p> <p>Cumulative Effects</p> <p>The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects.</p> <p>'Do-Nothing Effects'</p> <p>The environment as it would be in the future should the subject project not be carried out.</p> <p>'Worst case' Effects</p> <p>The effects arising from a project in the case where mitigation measures substantially fail.</p> <p>Indeterminable Effects</p> <p>When the full consequences of a change in the environment cannot be described.</p>

	<p>Irreversible Effects When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.</p> <p>Residual Effects The degree of environmental change that will occur after the proposed mitigation measures have taken effect.</p> <p>Synergistic Effects Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SO_x and NO_x to produce smog).</p>
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Appendix II - Assessments of potential effects on the environment carried out pursuant to EU legislation other than the EIA Directive

EU Legislation		Comments
Air Quality Directive	2008/50/EC	Effects on air quality due to the proposed scheme have been assessed in the accompanying Air Quality Assessment report (Aecom, April 2023). This finds that no significant effects on air quality are likely to occur during the construction or operational phases of the proposed scheme. No specific assessment is required pursuant to the Air Quality Directive.
Floods Directive	2007/60/EC	A Flood Risk Assessment is not required for the proposed scheme.
Habitats and Birds Directives	92/43/EEC and 2009/147/EC	An AA Screening Report has been prepared for the proposed scheme. It finds that the proposed scheme is not likely to have any significant effect (either directly or indirectly) on any European site, either alone or in combination with other plans or projects.
Noise Directive	2002/49/EC	Effects on noise levels due to the proposed scheme have been assessed in the accompanying Traffic Noise Appraisal report (Aecom, May 2023). This finds that no significant noise or vibration effects are likely to occur during construction and that no significant traffic noise effects are likely to occur during operation. No assessment is required pursuant to the Noise Directive.
SEA Directive	2001/42/EC	The proposed scheme is part of the 2022 Greater Dublin Area Cycle Network which has been incorporated into the NTA Greater Dublin Area Transport Strategy 2022-2042 (approved in January 2023). Both the Network and Strategy have been subject to Strategic Environmental Assessment (SEA).
Directive on Waste and repealing certain Directives (a.k.a Waste Framework Directive)	2008/98/EC	The proposed scheme is not likely to generate significant quantities of waste during construction or operation. No assessment is considered to be required pursuant to this Directive.
Water Framework Directive	2000/60/EC	The proposed scheme does not have significant potential to cause effects on the River Dodder or any other watercourses and there is no requirement for any specific assessment pursuant to this Directive.

This review of assessments of potential effects on the environment carried out pursuant to the European Legislation finds that no results arising from such assessments affect the findings of this EIA screening.

Appendix III – Planning applications and permissions⁵ for other developments in the vicinity of the proposed scheme⁶

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
2321/19	The Board of Governors of the Schools founded by Erasmus Smith, Esq. (referred hereafter as 'The High School') intend to apply for permission for development at this site, The High School, Zion Road, Rathgar, Dublin 6. The development consists of the erection of 3 no. 15m high lighting poles along the eastern boundary wall with Rostrevor Road and 6 no. lighting poles on the roof of the main school building to achieve a height from pitch level of 13m. The 3 poles on the western boundary will have 2 floodlight fittings each and the 6 poles on the roof will have 1 floodlight fitting each to provide lighting for the existing rugby pitch and associated site works.	2020/01/08	78,017	0 m	This is a medium-scale project with a temporary construction phase and an operational phase which will have localised effects that will be in keeping with the context and character of the surrounding environment. This project will also be subject to EIA and AA assessments as required.	No
2571/19	The development will consist of the replacement of an existing prefab shed with a new portal frame shed for use as maintenance machinery storage and associated site works.	2019/06/21	78,017	0 m	This is a medium-scale project with a temporary construction phase and an operational phase which will have localised effects that will be in keeping with the context and character of the surrounding environment. This project will also be subject to EIA and AA assessments as required.	No
3454/18	The Board of Governors of the Schools founded by Erasmus Smith, Esq. (referred hereafter as 'The High School') intend to apply for permission for development at The High School, Zion Road,	2018/10/09	78,017	0 m	This is a medium-scale project with a temporary construction phase and an operational phase which will have localised effects that will be in keeping with the context and character of the surrounding environment.	No

⁵ The majority of surrounding developments are minor projects with no risk of in-combination effects. A summary list is provided here of the five largest proposed schemes within the below stated parameters.

⁶ Parameters used: planning application from within the last 5 years, within a distance of 500m from the proposed scheme boundary.

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
	Rathgar, Dublin 6. The development consists of the plastering of part of the existing brick front and side facades, and the erection of a projecting corner feature.				This project will also be subject to EIA and AA assessments as required.	
3443/17	<p>Planning permission for amendments to Block A, B and C previously permitted under Reg. Ref. 2186/09 / An Bord Pleanála Ref. PL29S.234927 at Marianella, 75 Orwell Road, Rathgar, Dublin 6. The proposed development comprises of:</p> <ul style="list-style-type: none"> Block A Amendments to permitted apartments in Block A comprising of penthouse extension on the eastern elevation (c. 71 sq.m) to create 2 no. three bed units in lieu of 2 no. previously permitted two bed units (No. 67 and 68); - Elevational amendments to north, south, and east elevations of Block A. - Amendments to 3 no. permitted 4 bed town houses to form 3 no. 3 bed town houses; - Revised unit mix in Block A comprising of 4 no. 1 bed units, 48 no. 2 bed units and 19 no. 3 bed units. Block B Extension of c. 217 sq.m to 2 no. previously permitted 2 no. bed penthouse units on east elevation of Block B (Unit No. 111 and 112) to provide for 2 no. 3 bed units and 1 no. 2 bed unit. - Elevational amendments to north, south and east elevations of Block B. - Amendments to 3 no. permitted 4 bed town houses to form 3 no. 3 bed town houses; - Increase of Units in Block B from 52 no. to 53 no. units comprising of 1 no. 1 bed unit, 34 no. 2 bed units and 18 no. 3 bed units. Block C Omission of 2 no. 1 bed units (No. 161 and No. 176) in Block C and extension to 4 no. previously permitted 2 bed units (No. 160, 162, 	2018/01/24	23,474	274 m	<p>This is a medium-scale project with a temporary construction phase and an operational phase which will have localised effects that will be in keeping with the context and character of the surrounding environment.</p> <p>This project will also be subject to EIA and AA assessments as required.</p>	No

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
	<p>175 and 177) to create 4 no. 3 bed units in lieu. - Alterations to the roof profile of the western elevation of Block C to provide for high level windows to the penthouse units; - Amendments to all elevations of Block C; - Decrease in units in Block C from 54 no. units to 52 no. units comprising of 9 no. 1 bed units, 30 no. 2 bed units and 13 no. 3 bed units; - The overall number of units on site will decrease from 208 no. to 207 no. units comprising of 31 no. 1 bed, 114 no. 2 bed. 50 no. 3 bed and 12 no. 5 bed units.</p>					
3784/18	<p>Amendments to Block C previously permitted under Reg. Ref. 2186/09 / An Bord Pleanála Ref. PL29S.234927, as amended under Reg. Ref. 3443/17.</p> <p>The proposed amendments comprise of the omission of a high level window pop up from the permitted Block C. The proposed omission will result in minor amendments to the north and west elevation of Block C and minor amendments to the roof profile to provide for an increased green roof area.</p> <p>The omission of the window pop-up will reduce the height of the north western corner of Block C from 16.9m to 15.6m.</p> <p>The overall permitted maximum height of Block C will not be effected.</p> <p>The proposed omission of the window pop up will not effect the permitted floor area.</p>	2018/12/07	22,735	274 m	<p>This is a medium-scale project with a temporary construction phase and an operational phase which will have localised effects that will be in keeping with the context and character of the surrounding environment.</p> <p>This project will also be subject to EIA and AA assessments as required.</p>	No

Appendix IV - Competency of Authors

Paul Fingleton, the lead author, has an MSc in Rural and Regional Resources Planning (with specialisation in EIA) from the University of Aberdeen. Paul is a member of the International Association for Impact Assessment as well as the Institute of Environmental Management and Assessment. He has over twenty-five years' experience working in the area of Environmental Assessment. Over this period, he has been involved in a diverse range of projects including contributions to, and co-ordination of, numerous complex EIARs and EIA screening reports. He has also contributed to and supervised the preparation of numerous AAs and AA screenings.

Paul is the lead author of the current EPA Guidelines⁷ and accompanying Advice Notes⁸ on EIARs. He has been involved in all previous editions of these statutory guidelines. He also provides a range of other EIA related consultancy services to the EPA. Paul is regularly engaged by various planning authorities and other consent authorities to provide specialised EIA advice.

Clodagh Ryan, Environmental Assistant has a BSc in Environmental Management, Dublin Institute of Technology, 2021. Clodagh liaises with various government agencies and local authorities in order to assimilate the environmental baseline information that is used in EIAs and AAs and assists in the preparation of the various EIA and AA related documentation.

⁷ *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022.

⁸ *Advice notes on current practice in the preparation of Environmental Impact Assessment Reports*, EPA, 2003