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Dún Laoghaire-Rathdown County Council
Environmental Impact Assessment (EIA) Screening Determination

Project Title:	Our Lady's Girls' N.S. & Our Lady's Boys' N.S. - Safe Routes to School

Description of the Proposed Development:

Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority (NTA), is proposing to improve road safety adjacent to Our Lady's Girls' N.S. Ballinteer Avenue, Ballinteer, Dublin 16 and Our Lady's Boys' N.S., Broadford Rise, Ballinteer, Dublin 16 as part of the NTA Safe Routes to School (SRTS) Programme. The schools are adjacent to each other. The purpose of the SRTS scheme is to make the areas immediately adjacent to the schools including school entrances and access routes safer so that students can be encouraged and facilitated to walk and cycle to school, safely.

The proposed scheme consists of the following:

- Provision of enhanced pedestrian facilities in the vicinity of both school entrances. Segregate pedestrian and cyclist access whilst improving access routes to the schools by enhancing walking and cycling infrastructure.
- Encourage drivers to slow down in the vicinity of the school via specific and eye-catching traffic calming measures
- Girls National School entrance on Ballinteer Avenue: provision of public realm improvements, which includes include continuous footpath at the entrance/exit to the petrol station and the car park of St. John The Evangelist Church.
- Boys National School entrance on Broadford Rise: provision of similar access and public realm improvements to support safer pedestrian movement, improve visibility, and enhance the arrival space at the school entrance. Construction of a raised table with zebra crossing and traffic calming measures at the front of the school.
- Introduction of traffic calming and junction improvement measures on the surrounding road network.
- Consideration of upgraded existing traffic warden crossing points to zebra crossings and school zone treatments to support safer movement for children and accompanying adults.
- Provision of ancillary placemaking and landscape measures, to create a safer and more attractive environment around the schools.

The design features will be consistent with those proposed nationally under the NTA SRTS Programme.

Legislative Context:

This determination has considered relevant legislative context as set out in the EIA Screening Report and 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.
- Road Traffic Act, 1994.
- Roads Regulations, 1994 (S.I. 119/1994).

- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019).

EIA Screening Report:

The Active Travel Section, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) commissioned Traynor Environmental Ltd. to prepare an Environmental Impact Assessment Screening Report (EIASR) (October 2026) to determine whether the proposed development (Our Lady's Girls N.S. and Our Lady's Boys' N.S. Safe Routes to School) may have potential to give rise to significant environmental effects and whether an EIA Report is required for the Proposed Development.

The EIASR has been considered and evaluated by Ger Ryan, 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 proposed development does not fall within any of the classes of projects identified in Annex I of the EIA Directive and listed in Part 1 of Schedule 5 of the 2001 Regulations which require a mandatory EIA. Furthermore, the proposed development does not meet or exceed the thresholds set out in Part 2 of Schedule 5 of the 2001 Regulations for any classes of projects identified in Annex II of the Directive (as transposed in Part 2 of the Regulations). Therefore, the proposed development does not trigger the need for a mandatory EIA. For the project types of Class 10 (a) to (m) an EIA is mandatory only if the project equals or exceeds, as the case may be, a limit, quantity or threshold set out. Project Class 15 does not set out any thresholds and a case-by-case assessment is required to be undertaken. The proposed development does not meet the mandatory criteria for EIA. The proposed development is considered a sub-threshold development and has been screened for EIA on that basis. The proposed development does not fall within the mandatory threshold for EIA outlined in Section 50(1) of the Roads Act, 1993 (as amended), or Article 8 of the Roads Regulations 1994 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019). As such, it is considered a sub-threshold development and has been screened for EIA on that basis.

The development site is not identified as an area susceptible to flooding and there is no history of flooding at the site by the County Development Plan and CFRAM mapping.

The EIASR concludes that the proposed development by itself or in combination with other projects is not likely to have significant effects on the environment and therefore an EIA is not required to be prepared.

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

- The Proposed Development is not located within or adjacent to any sites designated as a SAC or SPA,
- The Proposed Development is not located within or adjacent to any sites designated as a Natural Heritage Area (NHA), or proposed NHA (pNHA).
- There will be no direct or indirect impacts or significant effects upon the QIs of any European Sites.
- The development site is not located within or adjoining an Architectural or General Conservation Area and is not located within or adjoining a Native Woodland Trust and is not covered by protected views, scenic routes, or viewpoints.

- There are no waterbodies crossed by or immediately adjacent to the Proposed Development.
- There are no coastal zones and marine environments within the subject site and the Proposed Development provides no source- pathway-receptor mechanism by which coastal processes could be distantly affected.
- There is no real likelihood of significant effects on the environment arising from the proposed development in respect of population and human health impacts during the construction and/or operational phases.
- There is no likelihood of significant effects on the environment arising from the proposed development in respect of land, soil, geological, hydrogeological, and hydrological impacts during the construction and/or operational phases.
- There is no real likelihood of significant effects on the environment arising from the proposed development in respect of biodiversity impacts during the construction and/or operational phases.
- There is no likelihood of significant effects on the environment arising from the proposed development in respect of air quality and climate impacts during the construction and/or operational phases.
- There is no likelihood of significant effects on the environment arising from the proposed development in respect of noise and vibration impacts during the construction and/or operational phases.
- There is no likelihood of significant effects on the environment arising from the proposed development in respect of traffic and transportation impacts during the construction and/or operational phases.
- There is no likelihood of significant effects on the environment arising from the proposed development in respect of material asset impacts during the construction phase and/or operational phases.
- The proposed development is not expected to have Regional, National, or International, or Transboundary impacts.

Determination:

Having regard to the foregoing, the proposed Our Lady's Girls N.S. and Boys N.S. - Safe Routes to School does not trigger a mandatory EIA under the EIA Directive 2011/92/EU as amended or the Planning and Development Regulations 2001, as amended. 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, scale or location of the proposed development relevant to areas of environmental sensitivity and 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:

To avoid or to prevent what might otherwise potentially have been significant adverse impacts on the environment, during construction and/or operation, the following mitigation measures are proposed:

- Prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development and implementation of the CEMP during works.
- Limited construction hours and use of noise suppression measures to reduce impacts

arising from noise and vibration during construction phase, together with the appointment of a Site Representative and communications with public and contractor.
- Design and implement traffic plans in accordance with the 'Guidance for the Control and Management of Traffic at Road Works' (TII, 2010).

The Council determines that no significant impacts on the environment will arise from the construction or operation of the proposed Our Lady's Girls N.S. and Our Lady's Boys' N.S. - Safe Routes to School scheme 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, 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: _____ Senior Planner, Planning Department
Name *Position / Department*

Signatory (Approved Officer):

_____ Director of Services, Planning & Economic Department
Name *Position / Department*

Delegation No. 2617

Date: 16/10/26

The proposed Our Lady's Girls N.S. and Boys N.S. - Safe Routes to Schools is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Environmental Impact Assessment Screening Determination in respect of the proposed Our Lady's Girls N.S. and Boys N.S. - Safe Routes to School 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.