

Rochestown Avenue Active Travel Scheme

Part 8 Chief Executive's Report

Dún Laoghaire Rathdown County Council

September 2023

Report submitted in accordance with Part XI, Section 179(3) of the Planning and Development Acts, 2000 (as amended), Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the Local Government Act 2001 (as amended).

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	10 th August 2023	Draft Issue	SG	Shaun Grima	Associate Director
2	28 th August 2023	Draft Issue	SG	Shaun Grima	Associate Director
3	1 st September 2023	Draft Issue	EG	Eoin Greene	Technical Director
4	1 st September 2023	Issue	EG	Eoin Greene	Technical Director

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1. Planning Reference Number PC/IC/02/23

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Independent newspaper on 14th of June 2023. Plans and particulars of the proposed development were made available for inspection from 14th of June 2023 to 26th of July 2023 at the Planning Departments, County Hall, Marine Road, Dún Laoghaire, and at the Council Offices, Dundrum and on the DLR Consultation Hub on the Council's website www.dlrcoco.ie. Submissions and observations with regards to the proposed development could be made up to and including 26th July 2023.

2. Introduction

2.1 Overview

AECOM on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) have prepared a Chief Executives Report for the Rochestown Avenue Active Travel Scheme. The objective is to upgrade the pedestrian and cycling infrastructure to promote active travel within the following study area.

The length of the study area is along Rochestown Avenue from the Bakers Corner junction (Kill Avenue / Kill Lane / Abbey Road) extending 2.2km towards the Graduate Roundabout junction.

The scheme proposes to improve the current infrastructure to promote walking and cycling to cater for the increasing demand for sustainable travel. The existing pedestrian infrastructure along the scheme has deficiencies in the network, with no existing pedestrian footpath along the southern side of Rochestown Avenue between Pottery Road and the National Rehabilitation Hospital (NRH) and also between the NRH and Sefton, in total 800m along the southern side of Rochestown Avenue is without pedestrian infrastructure, restricting permeability to shops, residential area and employment locations (e.g. NRH).

The need for the scheme was identified as part of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, which aims to promote and provide for the development of cycling and walking as healthy sustainable attractive transport modes in the County for commuting, short utility trips, recreation trips and trips to schools/colleges.

Rochestown Avenue connects onto the strategic pedestrian and cycle network routes in the County including the Active School Travel Routes: Mountain to Metals Safe Routes to School, the Dún Laoghaire Central Active Travel Scheme and Kill Lane Rapid Deployment Scheme. Figure 1 illustrates the site location.

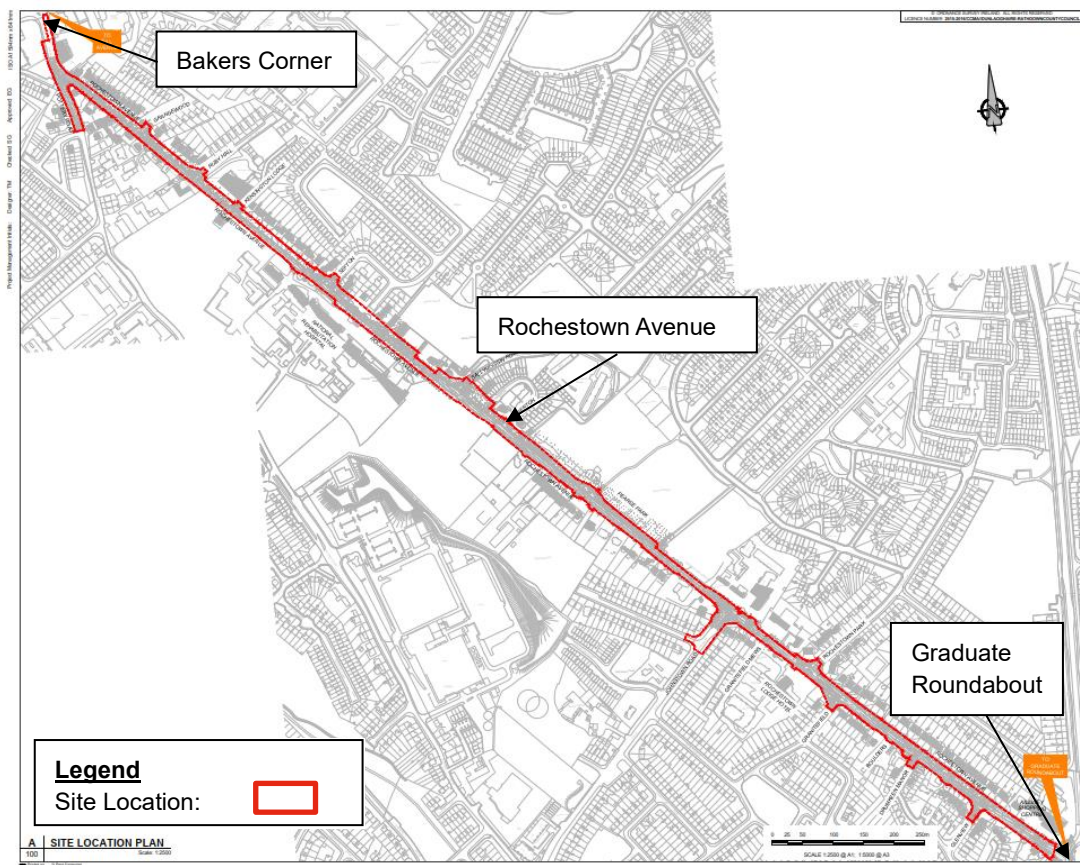


Figure 1 Site Location

2.2 Objectives

The proposed scheme brought forward for Part 8 will help deliver the following objectives:

- Providing continuous and high-quality walking and cycling facilities;
- Promote modal shift from private vehicles to more sustainable modes including walking, cycling and public transport;
- Providing enhanced permeability for sustainable modes;
- Enhancing public realm and improving the overall visual quality of public spaces and street layout;
- Creating a place for all, which provides infrastructure for all ages, genders and abilities in particular more vulnerable groups including the elderly and children;
- Protecting and enhancing sensitive existing landscapes;
- Improving biodiversity; and
- Remaining consistent with national, regional and local policy objectives in respect of sustainable transport, active travel and lower carbon emissions.

2.3 Report Structure

Following this introductory chapter, the remainder of this report is as follows:

- Chapter 3 - Policy Context
- Chapter 4 - Proposed Scheme
- Chapter 5 – Appropriate Assessment Screening
- Chapter 6 – Environmental Impact Assessment Screening
- Chapter 7 - Implications of the Proposed Development
- Chapter 8 - Internal Reports
- Chapter 9 - Submissions & Observations
- Chapter 10 - Proposed Changes
- Chapter 11 - Recommendation

3. Policy Context

3.1 Overview

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section provides an overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 1 Policy Overview

Policy level	Policy
European	<ul style="list-style-type: none"> European Green Deal RISM Directive
National	<ul style="list-style-type: none"> Project Ireland 2040: National Planning Framework National Development Plan 2021-2030 Climate Action Plan 2023 and the associated Annex of Actions National Investment Framework for Transport in Ireland (NIFTI) National Physical Activity Plan Government Road Safety Strategy 2021-2030 National Sustainable Mobility Policy.
Regional	<ul style="list-style-type: none"> Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2019-2031 Transport Strategy for the Greater Dublin Area 2022-2042 GDA Cycle Network Plan
Local	<ul style="list-style-type: none"> Dún Laoghaire Rathdown County Council Development Plan 2022-2028 Dún Laoghaire Rathdown Cycle Policy Dún Laoghaire Rathdown Climate Change Action Plan 2019-2024

3.2 European Policy

European Green Deal

The European Green Deal was adopted in 2020 and contains a set of policy initiatives (presented in Figure 2) aimed at making the European Union climate neutral by 2050. Overall, the Green Deal aims to reduce emissions by at least 50% by 2030 and achieve net-zero emissions by 2050 by introducing new strategies, funding and legislation for the circular economy, transport, buildings, and biodiversity. Two of these strategies are described in further detail.



Figure 2 - European Green Deal focus areas

3.3 EU Sustainable and Smart Mobility Strategy

Forming part of the European Green Deal, the EU's *Sustainable and Smart Mobility Strategy* aims to reduce transport emissions across the Union through funding, regulations and policy supports for clean and sustainable mobility. While naturally EU policy mainly focuses on pan-European measures and cross-border mobility, the Strategy does reiterate strong support for investment in urban walking and cycling infrastructure by member states.

The Strategy places a particular emphasis on urban mobility and increasing the sustainable mode shares for trips to work, school and other key destinations. The Street Scheme will make progress towards the strategy, as shown in below.

Table 2 - Alignment to the EU Sustainable and Smart Mobility Strategy

No.	Action
35	As set out in the 2030 climate target plan, increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability. The Commission will further engage with cities and Member States to ensure that all large and medium-sized cities that are urban nodes on the TEN-T network put in place their own sustainable urban mobility plans by 2030. The plans should include new goals, for example on having zero emissions and zero road fatalities. Active transport modes, such as cycling, have seen growth with cities announcing over 2300 km of extra cycling infrastructure. This should be doubled in the next decade towards 5000 km in safe bike lanes. The Commission is also considering developing a mission in the area of Climate-neutral and Smart Cities ²⁸ as a strategic priority for joint action to accomplish decarbonisation within a large number of European cities by 2030.
37	The EU and Member States must deliver on our citizens' expectations of cleaner air, less noise and congestion, and eliminating fatalities on our city streets. By revising the Urban Mobility Package to promote and support these sustainable and healthy transport modes, the Commission will contribute to the improvement of the current European framework for urban mobility. Clearer guidance is needed on mobility management at local and regional level, including on better urban planning, and on connectivity with rural and suburban areas, so that commuters are given sustainable mobility options. European policies and financial support should also reflect the importance of urban mobility for the overall functioning of the TEN-T, with provisions for first/last mile solutions that include multimodal mobility hubs, park-and-ride facilities, and safe infrastructure for walking and cycling.

3.4 EU Biodiversity Strategy for 2030

The EU *Biodiversity Strategy* is also part of the European Green Deal, and it “*aims to put Europe’s biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet*”. Noting that “*the biodiversity crisis and the climate crisis are intrinsically linked*”, the strategy notes the dual benefits of green infrastructure or nature-based solutions, such as cooling in urban areas, reducing pollution and flooding, mitigating the impact of natural disasters, and protecting wildlife and biodiversity. It also recognises the value of green and open spaces to physical and mental wellbeing, particularly in urban areas where space is limited.

The Biodiversity Strategy recommends a number of actions aimed at greening urban areas, including:

- The “systemic integration” of healthy ecosystems, green infrastructure and nature-based solutions into urban planning, including in public spaces, infrastructure and the design of buildings and their surroundings;
- The development of ‘Urban Greening Plans’ in all European cities of at least 20,000 inhabitants which would focus on creating biodiverse and accessible urban parks, green spaces and tree-lined streets; as well as improve connections between existing green spaces.

The Rochestown Avenue Active Travel Scheme provides a prime opportunity to integrate green infrastructure into the design of new walking and cycling facilities, and to enhance the urban realm throughout the scheme extents.

3.5 Road Infrastructure Safety Management (RISM) Directive

The European Union has set a ‘Vision Zero’ target, which aims to halve fatalities on European roads by 2030, and reduce this to ‘almost zero’ by 2050. Influenced by a ‘Safe Systems’ approach, which is a road safety concept that deaths and serious injuries are largely preventable by good design and maintenance of road infrastructure, the ‘Vision Zero’ target is accompanied by a suite of European and national policies and programmes aimed at achieving this strategic ambition.

Accordingly, the Directive on Road Infrastructure Safety Management (RISM) defines procedures for EU member states to improve safety on European road networks. Under RISM, each member state is required to carry out actions to monitor and improve road safety on the network, including network-wide ‘Safety Ranking’, regular Road Safety Inspections, Road Safety Audits during planning and design of infrastructure, training, certification and knowledge exchange with local authorities and European partners. While RISM was originally intended to cover just the TEN-T network, the 2019 revision to the RISM Directive notes that it is: “*desirable for those RISM principles to be applied to other parts of the European road network*”.

RISM was updated in 2019 to require Member States to take into account the needs of ‘vulnerable road users’ in network planning, design and operation, which are defined as “*non-motorised road users, including, in particular, pedestrians and cyclists*”. In planning and designing road infrastructure, the updated RISM Directive places much greater emphasis on separating protecting vulnerable road users from the risks of high-speed and high-volume traffic, and requires authorities to consider things such as:

- “*Provisions for cyclists, including the existence of alternative routes or separations from high-speed motor traffic;*
- *Density and location of crossings for pedestrians and cyclists;*
- *Provision for pedestrians and cyclists on affected roads in the area; and*
- *Separation of pedestrians and cyclists from high speed motor traffic or the existence of direct alternative routes on lower class roads*”.

3.6 National Policy

‘Project Ireland 2040’ – National Planning Framework

Project Ireland 2040 is Ireland’s National Planning Framework (NPF) and provides a high-level strategic plan to shape planning policy, future growth and development in Ireland in the period to 2040. The NPF aims to avoid the “mistakes” made in previous planning policy – mistakes that have led to urban sprawl, unbalanced regional development, and increased car dependency - by ensuring that investment is closely aligned to these overarching principles. The NPF is based on ten ‘National Strategic Outcomes’ (NSO), which are an expression of the shared national goals or benefits the NPF aims to achieve. These are displayed in the figure below.



Figure 3 - Project Ireland 2040 National Strategic Outcomes

All public projects are required to demonstrate how they align to the NPF, and how they would contribute to the achievement of the NSO. The alignment of the proposed scheme to the NSO is summarised in Table 3.

Table 3 - Alignment with NPF National Strategic Outcomes

NSO	Relevance to the Proposed Scheme
1. Compact Growth	Responding to past levels of urban sprawl and car dependency, the NPF aims to concentrate growth in existing villages, towns and cities; and to ensure that residents have easy access to jobs, amenities and services. The scheme will encourage compact growth by encouraging a shift to sustainable modes of transport, and making Dún Laoghaire-Rathdown a healthier and more liveable County.
4. Sustainable Mobility & 10. Transition to a low Carbon and Climate Resilient Society	The scheme aims to support sustainable mobility and encourage a shift from private cars to reduce transport emissions.
7. Enhanced Amenity & Heritage	The scheme proposes to open up the existing greens at Rose Park and Casement Villas, to deliver enhanced amenities and public realm for local residents and visitors to walk, cycle, jog, or to simply enjoy spending time in a high-quality public realm.
9. Sustainable management of water, waste and other environmental resources	The scheme aims to improve environmental quality by integrating green infrastructure (i.e., vegetation, SUDs etc) into the planning and design, where possible.

As well as the NSO, the NPF also includes 'National Policy Objectives' to provide a more specific statement of the types of actions or investment that should be prioritised. Several of these are of particular relevance to the scheme and are displayed in Table 4. As well as transport and climate objectives, this highlights the potential of the project to make a positive contribution to other policy areas, particularly in terms of improving the environment and quality of life within the study area.

Table 4 - Alignment with NPF National Policy Objectives

No.	National Policy Objective
6	Making Stronger Urban Places: Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
26	People, Homes and Communities: Support the objectives of public health policy including Health Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.
27	People, Homes and Communities: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
54	Realising our Sustainable Future: Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaption objectives, as well as targets for greenhouse gas emissions reductions.
57	Realising our Sustainable Future: Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, to create safe places.
62	Realising our Sustainable Future: Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas.
64	Realising our Sustainable Future: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

3.7 Climate Action Plan 2023

The Climate Action Plan 2023 sets out the ongoing urgent response to the climate crisis. Within the Plan, it calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. The previous 2021 Climate Action Plan targets have been revised including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

The ‘Avoid-Shift-Improve’ approach to transport decarbonisation is shown below in the figure below. It is a hierarchical framework that prioritises actions to achieve the change needed.

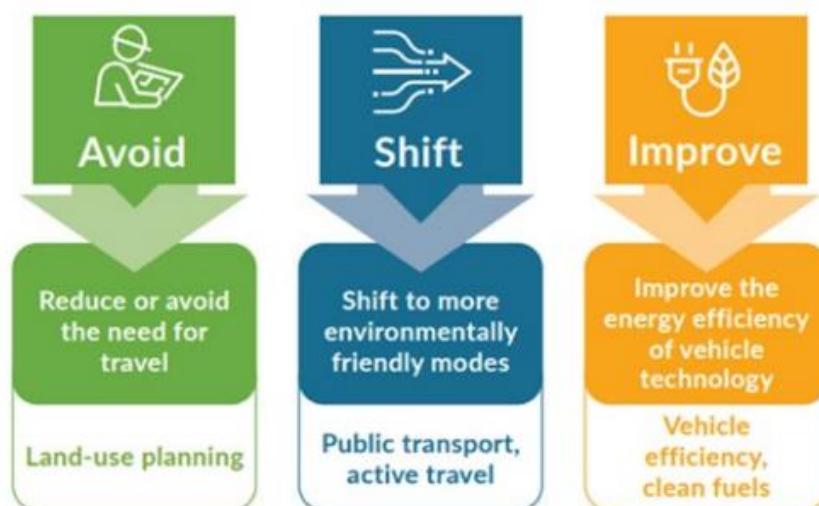


Figure 4 Avoid – Shift – Improve Framework, Climate Action Plan 2023

‘Shift’ refers to measures that encourage modal shift to more sustainable modes of transport. Active travel schemes such as the Rochestown Avenue Active Travel Improvements Scheme not only aims to provide high quality walking and cycle infrastructure for users but also aims to reduce the attractiveness of private vehicle use through the provision of pedestrian and cycle priority. Safe and high-quality active travel infrastructure can significantly increase the scope for active travel to become a default mode of mobility.

3.8 National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport published a framework to guide future investment in the land transport network and to prioritise investment that supports the delivery of the National Strategic Outcomes. The investment objectives of NIFTI are:

- *‘Delivering clean, low-carbon and environmentally sustainable mobility;*
- *Supporting successful places and vibrant communities;*
- *Facilitating safe, accessible, reliable and efficient travel on the network; and*
- *Promoting a strong and balanced economy.’*

NIFTI includes two ‘hierarchies’ specifying the order in which transport investment should be prioritised: an ‘intervention hierarchy’ and a ‘modal hierarchy’; both of which are shown in the figure below.

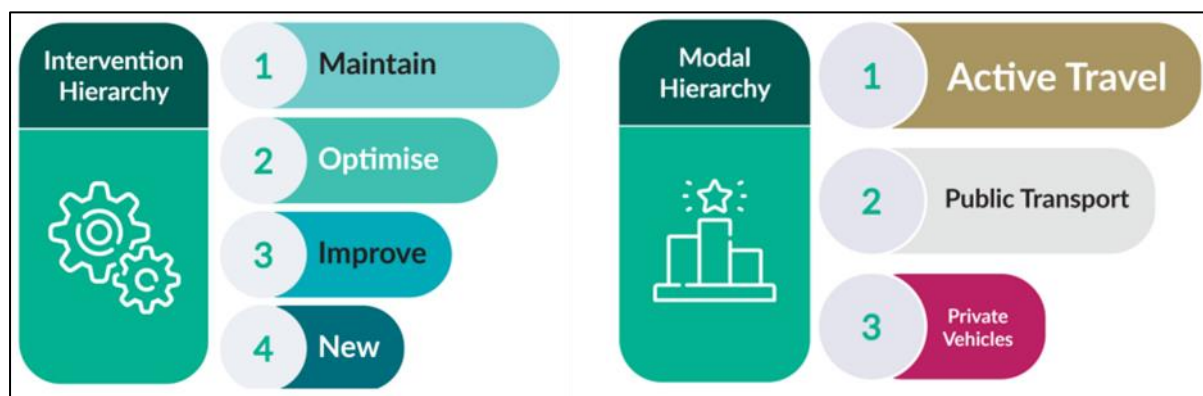


Figure 5 - NIFTI intervention and modal hierarchies

The Intervention Hierarchy differentiates between the level of intervention proposed, and states that investment should firstly seek to ‘maintain’ existing infrastructure; then to ‘optimise’ or ‘improve’ existing infrastructure; and finally – if it is not possible to achieve an objective through previous steps – to invest in providing ‘new’ infrastructure. The aim of the Investment Hierarchy is to maximise the lifespan and value for money of past investments, and to ensure that more affordable and efficient options for achieving an objective are considered before investing in large-scale transport projects or programmes.

The scheme is mostly aligned with Level 3 (‘improve’) on the Intervention Hierarchy. While requiring new infrastructure in parts, the primary focus of the project is improving and re-designing existing public space in DLR to be more efficient, sustainable and equitable. This includes targeted upgrades to cycling, pedestrian, and public transport infrastructure, while reducing the prominence given to private cars.

The Modal Hierarchy differentiates between the modes of transport, and states that Active Travel (walking and cycling) should be prioritised, followed by public transport, and lastly by private vehicles. As outlined throughout, the scheme has been guided by a user hierarchy which seeks to prioritise active travel and bus users over private cars, which squarely aligns with NIFTI’s Modal Hierarchy.

3.9 National Physical Activity Action Plan

The aim of the Department of Health’s *National Physical Activity Plan* is to increase physical activity levels across the whole population, and the Plan sets separate targets for adults, children and older people to reach the recommended levels of physical activity. Recognising that there are many reasons that people are unable to meet recommended levels of physical activity, the Plan contains some guiding principles to promote greater levels of physical activity, namely by: “*creating increased opportunities for people to be active in ways which fit into everyday lives; which is suitable for individual needs, circumstances and interests; and which removes the barriers people face to being active and encouraging people to recognise how to overcome those barriers*”.

The Plan highlights walking and cycling as a way to easily incorporate physical activity in everyday life, and includes several actions aimed at promoting active travel and recreation, including to:

- *‘Develop and promote walking and cycling strategies in each Local Authority Area;*
- *Ensure that the planning, development and design of towns, cities and schools promotes cycling and walking with the aim of delivering a network of cycle routes and footpaths;*
- *Ensure that the planning, development and design of towns and cities promotes the development of local and regional parks and recreational spaces that encourage physical activity;*
- *Prioritise the planning and development of walking and cycling and general recreational / physical activity infrastructure; and*
- *Explore opportunities to maximise physical activity and recreational amenities in the natural environment’.*

As well as providing dedicated facilities for walking and cycling, the scheme aims to create opportunities for physical activity and exercise for residents, locals and visitors alike. In line with national policy, this infrastructure should be attractive and accessible to users of all ages and abilities.

3.10 Government Road Safety Strategy 2021-2030

The Government's Road Safety Strategy (RSS) 2021-2030 is Ireland's fifth RSS and provides an integrated strategy for managing safety on the road network up to 2030. Building on progress over previous decades, the RSS aims to reduce road deaths on Irish roads by at least 50% (144 to <72), with serious injuries decreasing by the same percentage (1259 to <630). One of the key intervention areas is promoting safe and healthy modes of travel (i.e. walking and cycling). The RSS emphasises the many benefits provided by active travel, and recognises the unique vulnerability of pedestrians and cyclists in collisions. It proposes several actions aimed at improving safety and encouraging increased uptake, including:

- Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure;
- Encourage modal shift to support environmental, safety and health objectives by promoting the use of sustainable and active modes of travel; and
- During 2021-2025, construct 1,000 km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages.

In line with the RSS, the scheme aims to promote safety for vulnerable road users to ultimately reduce collisions and encourage increased levels of walking and cycling due to a safer and more pleasant environment.

3.11 Regional Policy

Regional Spatial and Economic Strategy (RSES) 2019-2031

The *Regional Spatial and Economic Strategy* (RSES) for the Eastern & Midland Regional Assembly provides a high-level development framework for the region and supports the implementation of the NPF and relevant economic policies and objectives of the Government at a regional level. Local authorities are required to give effect to the policies of RSES when developing county and local area plans. For the Dublin Metropolitan Area, the RSES notes several key guiding principles, including the development of strategic and sustainable transport networks, urban and social regeneration, and enhancing amenities and Green Infrastructure.

Several Regional Policy Objectives (RPO) are also relevant to the scheme, especially the strong emphasis placed on developing strategic Green Infrastructure that links key environmental assets in the Dublin region.

Table 5 - Alignment with Regional Spatial and Economic Strategy (RSES) 2019-2031 actions

RPO	Action
5.2	Sustainable transport: Support the delivery of key sustainable transport projects including Metrolink, DART and Luas expansion programmes, BusConnects and the GDA Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.
5.3	Sustainable transport: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists
5.7	Green Infrastructure: Coordinate across local authority boundaries to identify, manage, develop and protect regional Green Infrastructure, to enhance strategic connections and develop a Green Infrastructure policy in the Dublin Metropolitan Area
5.8	Green Infrastructure: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area, and support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA GDA Cycle Network Plan

3.12 Greater Dublin Area Transport Strategy 2022 - 2042

The overall aim of the Strategy is:

“To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the need of urban and rural communities, and supports the regional economy”.

As with NIFTI, the Strategy is guided by a road user hierarchy, which aims to prioritise investment and space allocation towards pedestrians at the top, followed by cyclists, public transport, goods, and lastly, private motor vehicles.

Four objectives have been developed to support the delivery of the overall aim of the Transport Strategy which are set out below:

- *An enhanced Natural and Built Environment: To create a better environment and meet our environmental obligations by transitioning to a clean low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.*
- *Connected Communities and Better Quality of Life: To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling;*
- *A Strong Sustainable Economy: to support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods;*
- *An inclusive Transport System: to deliver a high quality, equitable and accessible transport system which caters for the needs of all members of society.*

3.13 GDA Cycle Network Plan

The GDA Cycle Network Plan accompanies the GDA Transport Strategy and sets out the vision and planned network of cycling facilities in Dublin city centre and the surrounding GDA. The overall vision of the Network is:

“The Greater Dublin Area Cycle Network seeks to be an inclusive cycling environment that is safe for all cycling abilities and ages with strong function and recreational connectivity between homes and key destinations”.

The goals of the GDA Cycle Network are to:

- **Increase participation** – The plan proposes an optimised cycle network accessible by cyclists of all abilities, regardless of users’ level of confidence and skill. Specific attention is given to increasing cycling for school, education and recreational trips
- **Improve safety and accessibility** – Safety and accessibility will be improved on the GDA Cycle Network, such that actual and perceived safety concerns are reduced. Users should be able to quickly access the network from home, work and/or education settings.
- **Improve connectivity** – Barriers will be removed or mitigated where they obstruct direct and continuous cycling. Initiative and infrastructure will be designed, developed and delivered to enhance permeability and enable the connection to key destinations.
- **Create a navigable and coherent network** – The GDA Cycle Network will be enhanced to improve connections between cycle routes with suitable infrastructure, supporting facilities and wayfinding signage.

The GDA Cycle Network Plan places a much greater emphasis on the safety, quality and accessibility of cycling infrastructure compared to before, making it clear that in order to attract cyclists of all abilities, the scheme must be designed to very high specifications, with a high standard of segregation and continuity. It also places more emphasis on recreational cycling, which supports measures to improve the comfort and attractiveness of any cycling facilities.

As illustrated in the figure below the scheme is identified as a Secondary Route meaning it serves as links from the primary cycle routes to local zones. The link also connects to a number of existing feeder routes including the Mountains to Metals Safe Route to Schools.



Figure 6 – Scheme within the GDA Cycle Network Plan

3.14 Local Policy

3.14.1 Dun Laoghaire Rathdown County Development Plan 2022-2028

The DLRCC County Development Plan 2022-2028 sets out the policies and objectives for the development of the County over the plan period. The County Development Plan 2022-2028 came into effect on the 21st April 2022.

3.14.1.1 Policies

The proposed scheme is consistent with the policy objectives set out in the DLR County Development Plan. The Plan sets out a vision for the towns and villages within the county to guide future climate resilience and economically vibrant growth over the Plan period. The Plan identifies the policy approach for Transport and Mobility as being:

- To adopt the 'Avoid – Shift – Improve Approach'
- To support the demand management approach which focuses on moving people from private car to sustainable modes
- To improve permeability for the pedestrian and cyclists
- To provide attractive high-quality walking and cycling networks with direct routes to local destinations and transport hubs
- To adopt a balanced approach to road and street design in accordance with the four core principles of DMURS – connected networks, multifunctional streets, pedestrian focus and a multi disciplinary approach.

Policy objectives relevant to the scheme include the following:

- T1: To integrate land use and transport policies
- T4: Development of sustainable travel and transport;
- T11: to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
- T12: to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County.
- T13: to secure improvements to the County Cycle Network in accordance with the DLRCC Network Review whilst supporting the NTA on the implementation of the GDA Cycle Network Plan 2013.
- T23: Roads and Streets – to secure improvements to the County road network including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment, flood risk assessment and the planning process
- T31: to support suitable access for people with disabilities, including improvements to transport, streets and public spaces.
- PHP35: to ensure that all development is of high quality design with a focus on health placemaking;
- PHP36: to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability.
- GIB1: objective to continue to implement and update the DLR Green Infrastructure Strategy to protect existing green infrastructure and encourage and facilitate, in consultation with the relevant stakeholders, the development, design and management of high quality natural and semi natural areas.

Having regard to the policy objectives along the scheme extent, the proposed scheme is determined to be consistent with the objectives set out in the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

3.14.1.2 Zoning Objectives

The study area extends along Rochestown Avenue from the Bakers Corner junction (Kill Avenue / Kill Lane / Abbey Road) to the Graduate Roundabout junction, a distance of 2.2km. The surrounding lands generally portray suburban characteristics and comprise a mixture of land uses including residential, commercial, industrial and recreation uses. The DLR County Development Plan 2022-2028 land use zoning maps shows that there are number of different land use zoning designations along the study area route. A map of the zoning objectives in the vicinity of the scheme is presented in Figure 7. These land use zoning designations comprise:

- Zoning Objective 'A' - To provide residential development and improve residential amenity while protecting the existing residential amenities.
- Zoning Objective 'NC' - To protect, provide for and/or improve mixed-use neighbourhood centre facilities.
- Zoning Objective 'E' - To provide for economic development and employment.
- Zoning Objective 'F' - 'To preserve and provide for open space with ancillary active recreational amenities'.
- Zoning Objective 'SNI' - To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.

Road Improvement Scheme

Zoning objective T23: Rochestown Avenue is designated under the County Development Plan 6 Year Road Objectives / Traffic Management / Active Travel Upgrades (Table 5.3). Development Plan Policy Objective T23: Roads and Streets states 'It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16).'

Open Space for National Rehabilitation Hospital (NRH)

Specific Local Objective (SLO) No: 66 As part of the redevelopment of the NRH a dedicated open space / recreational area shall be provided.

"As part of the redevelopment of the National Rehabilitation Hospital a dedicated open space recreational area shall be provided. The location and size of the area shall be agreed with the Planning Authority, to include details of the level of public accessibility, which will be appropriate to, and consistent with, the specialist rehabilitation services provided through the hospital. Any future redevelopment of the site shall also retain the pedestrian and cycle link that connects Rochestown Avenue to Pottery Road through the subject site."

Other Development Plan Map Based Objectives

- Boundary of Deansgrange Local Area Plan - Boundary of lands for which a Local Area Plan will be prepared.
- Boundary of Sallynoggin Local Area Plan - Boundary of lands for which a Local Area Plan will be prepared.
- Specific Local Objective 41 - To seek the retention of the existing streetscape at Baker's Corner, which comprises Baker's Corner Public House and its ancillary envelope of structures.
- Specific Local Objective 42 - To retain, strengthen and improve important uses at Baker's Corner, which have a strong neighbourhood function, including Retail / Commercial elements and the Public House.
- Specific Local Objective 142 - It is the objective of DLRCC to actively support and facilitate the redevelopment and expansion of strategic medical-hospital uses, services and ancillary facilities at the National Rehabilitation Hospital lands.
- Existing TA Site at Woodpark, Sallynoggin - To provide accommodation for the Travelling Community.
- To protect and preserve Trees and Woodlands.
- Industrial Heritage (Site 1025) Letter Box, Rochestown Avenue.
- RPS No. 1615 - Gates (Note: House, Out Offices & Lodge also Protected Structures), Flowergrove (Eaglewood House), Rochestown Avenue, Dun Laoghaire, Co. Dublin.

Having regard to the above land use zoning objectives along the scheme extent, the proposed scheme is determined to be consistent with the zoning objectives set out in the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

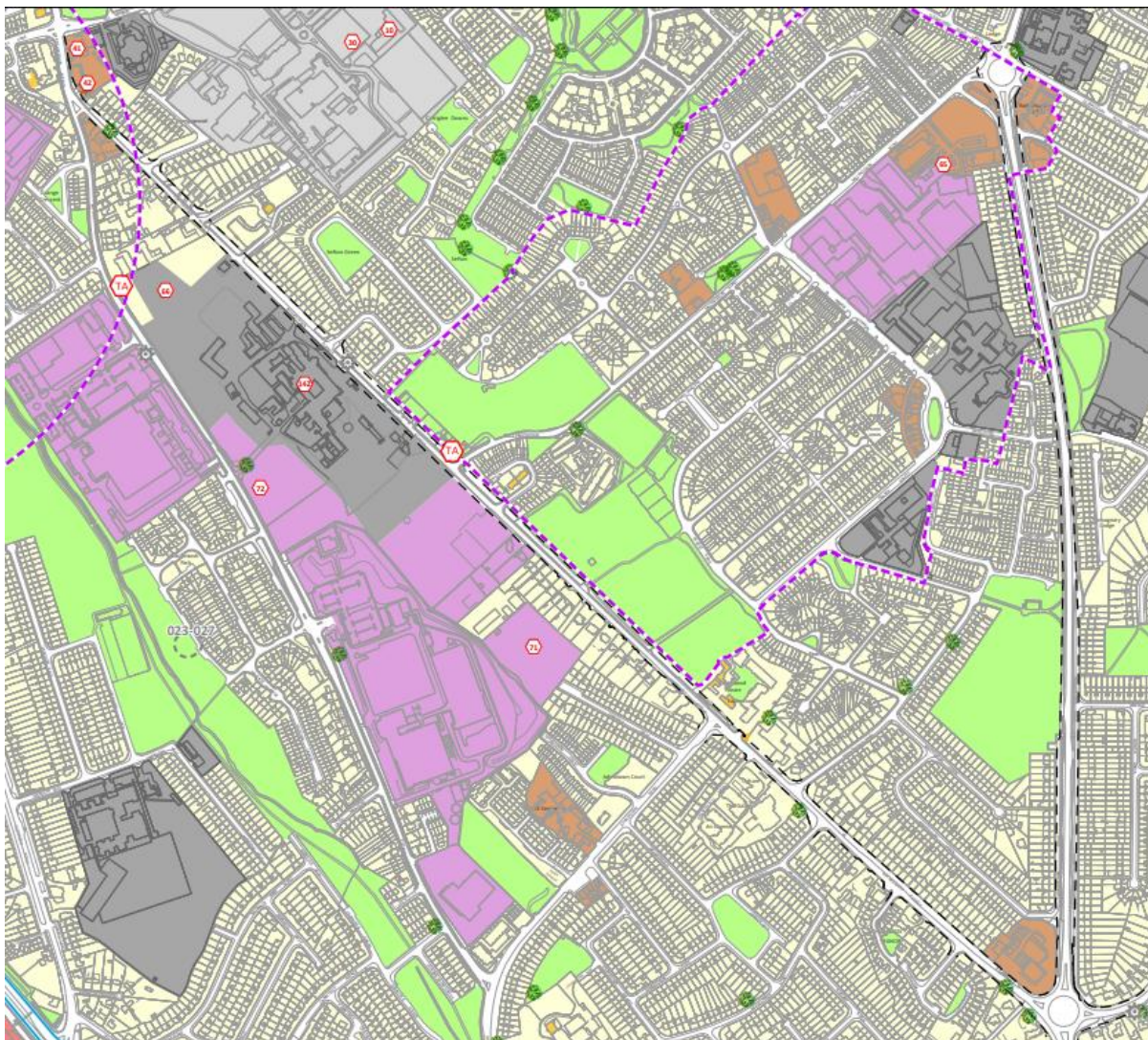


Figure 7 – Dún Laoghaire Rathdown County Development Plan 2022-2028 Land Use Zoning Map 7

3.15 Dún Laoghaire Rathdown County Council Climate Action Plan 2019-2024

The DLRCC Climate Action Plan is a collaborative response to the impact that climate change is having on the Dublin Region and its citizens. The key targets of the plan are:

- A 40% reduction in the Council's greenhouse gas emissions by 2030
- To make Dublin a climate resilient region, by reducing the impacts of future climate change related events
- To actively engage and inform citizens on climate change

As part of the Transport Key Action Area within the Plan, some of the main actions relating to active travel include the construction of segregated cycle routes, expanding bike sharing and implementing and supporting cycling campaigns. DLRCC are encouraging people to walk or cycle to help with the response to climate change. Through actively working to provide high quality walking and cycle network, they are aiming to provide a cycling network across the County that prioritises the safety of pedestrians and cyclists.

3.16 Dún Laoghaire Rathdown County Council Cycling Policy: Smarter Travel ,Better Living

DLRCC published in 2010 their Cycling Policy to give guidance on new cycle parking and cycle facilities to be provided.

3.17 Design Guidance

In addition to the relevant policy guidance, the proposed scheme has been prepared in compliance with the following design guidance:

- DMURS (Design Manual for Urban Roads & Streets);
- National Cycle Manual;
- National Transport Authority, Project Management Guidelines;
- National Transport Authority Active Travel Design Guidelines;
- Traffic Management Guidelines; and
- Traffic Signs Manual.

The proposed scheme is determined to be consistent with the proper planning and sustainable development of the area, having regard to the provisions of the County Development Plan 2022-2028.

4. Proposed Scheme

4.1 Overview

AECOM have prepared General Arrangement drawings illustrating the Rochestown Avenue Active Travel scheme proposals, which should be read in conjunction with this section.

The scheme proposes implementing a continuous 3.0m wide two-way cycle track running on northern side of Rochestown Avenue from Bakers Corner junction at its northern end to the Graduate Roundabout at its southern end.

Where the two-way cycle track passes through Pearse Park, the scheme converts into a 4.0m wide shared path for pedestrians and cyclists, which is akin to the pedestrian and cycle facilities in DLRCC Public Parks. When the scheme exits Pearse Park and connects back onto Rochestown Avenue, the scheme reverts back to a segregated pedestrian and two-way cycle track along the northern side of Rochestown Avenue.

The proposal will introduce a new footpath on the southern side of Rochestown Avenue, providing an upgrade to the existing pedestrian infrastructure. Approximately 800m of new pedestrian infrastructure will be introduced on the southern side of Rochestown Avenue, including a new footpath connecting Pottery Road and the NRH (approximately 550m) and a new footpath between NRH and Sefton (approximately 250m).

The scheme ties in at its northern end with the Dún Laoghaire Central Active Travel Scheme, an approved Part 8 (November 2022) for high quality pedestrian and cycle infrastructure. At its southern end the scheme will tie into the Graduate Roundabout, where existing cycle infrastructure is located along Church Road (R118).

The proposal will upgrade the existing signalised junctions along the development route to enhance pedestrian and cycle-controlled crossings.

New mid-block controlled crossings are also proposed at 4no. locations including the following:

- At Grangewood, across Rochestown Avenue– to facilitate the existing pedestrian desire line towards the existing Applegreen retail area on the southern side of Rochestown Avenue
- Pearse Park entrance across Rochestown Avenue – a new pedestrian crossing is proposed to cater for the desire line into Pearse Park, also with the existing bus stops, and the nearby garden centre which all generate pedestrian crossing movements at this location.
- South Eastern end of Pearse Park, across Rochestown Avenue – The proposal will create a new pedestrian and cycle entrance into Pearse Park, a new pedestrian crossing is proposed to cater for the anticipated desire line across Rochestown Avenue into the Park.
- Glenview across Rochestown Avenue – a new toucan crossing is proposed to cater for pedestrian and cyclist movements across Rochestown Avenue.

The scheme also proposes to amend the location of the existing controlled crossing on Rochestown Avenue at the Sefton / NRH Entrance. The controlled crossing is proposed to be relocated closer to the NRH Entrance, which will cater for the desire line associated with the Active School Travel Routes: Mountain to Metals Safe Routes to School.

4.2 Scheme Details

This subsection presents the scheme in sections, which should be read in conjunction with the General Arrangement drawings:

- 60661468_SHT_ROCH_141.1_B;
- 60661468_SHT_ROCH_141.2_B;
- 60661468_SHT_ROCH_141.3_B; and
- 60661468_SHT_ROCH_141.4_B.

4.3 Section 1 Bakers Corner to Grangewood

Section 1 ties in with Kill Avenue at its north-western extents. This section runs from Bakers Corner to the Grangewood estate entrance. Existing footpath and cycle track on the south side of the road from Bakers Corner as far as the junction with Pottery Road will be maintained (2m each). On the north side of the road, a 2m footpath and 3m two-way cycle track will be provided, along with 1 southbound general traffic lane (3m) and 2 northbound general traffic lanes (3m each).

The existing left turn slip lane from Rochestown Avenue onto Pottery Road will be removed to facilitate space for the pedestrian and cycle improvements. The north side of the junction will have kerb buildout to provide a waiting area for pedestrians and cyclists to cross at the toucan crossing. A raised table will be provided for pedestrians crossing the cycle track from the footpath to the pedestrian island waiting area. The three-arm junction will have toucan crossings on each arm. A short stretch of shared area for pedestrians and cyclists is proposed to connect cyclists from Rochestown Avenue onto Pottery Road.

The pedestrian footpath will run inside the two-way cycle lane on Rochestown Avenue. Landscaping will be implemented between the cycle lane and path. On Pottery Road, the scheme will tie in with the existing layout, with one-way cycle tracks and footpath on both sides of the road.

On Rochestown Avenue between the Pottery Road Junction and the Grangewood estate entrance, the footpath and cycle track (2m and 3m respectively) continue on the north side of the road, separated from the carriageway by 2-4.5m of landscaping/street furniture.

On the southern side of Rochestown Avenue, a new 2m footpath will be installed to enhance pedestrian permeability to the existing petrol filling station, the existing residential units and towards the National Rehabilitation Hospital. To accommodate the footpath, it is necessary to remove an existing short left turn slip lane.

A new toucan crossing will be provided to the west of the entrance to the Grangewood estate. A raised table pedestrian crossing with tactile will be provided for pedestrians to cross the cycle track to reach the toucan crossing. A raised table pedestrian and cycle crossing will also be provided across the entrance to the estate.



Figure 8: Proposed Layout at Section 1

The Figure below illustrates the existing conditions along Rochestown Avenue near Grangewood, whilst Figure 10 presents a photomontage of the proposed footpath, controlled crossing and the two way cycle track.



Figure 9 Existing conditions along Rochestown Avenue near Grangewood



Figure 10 Photomontage of Rochestown Avenue near Grangewood

4.4 Section 2 Grangewood to National Rehabilitation Hospital

From the entrance to the Grangewood estate to the entrance to the National Rehabilitation Hospital, the proposed layout continues with the following design principles:

- 2m wide footpath on each side of the road. The proposal will introduce a new footpath on the southern side of Rochestown Avenue to enhance pedestrian permeability;
- A new 3m wide two-way cycle lane on north side of the road
- Landscaping between cycle lane and road carriageway
- 3m single way general traffic lane in each direction

Entrances to Ruby Hall and Kensington Lodge estates will have raised continuous pedestrian and cycle crossings.

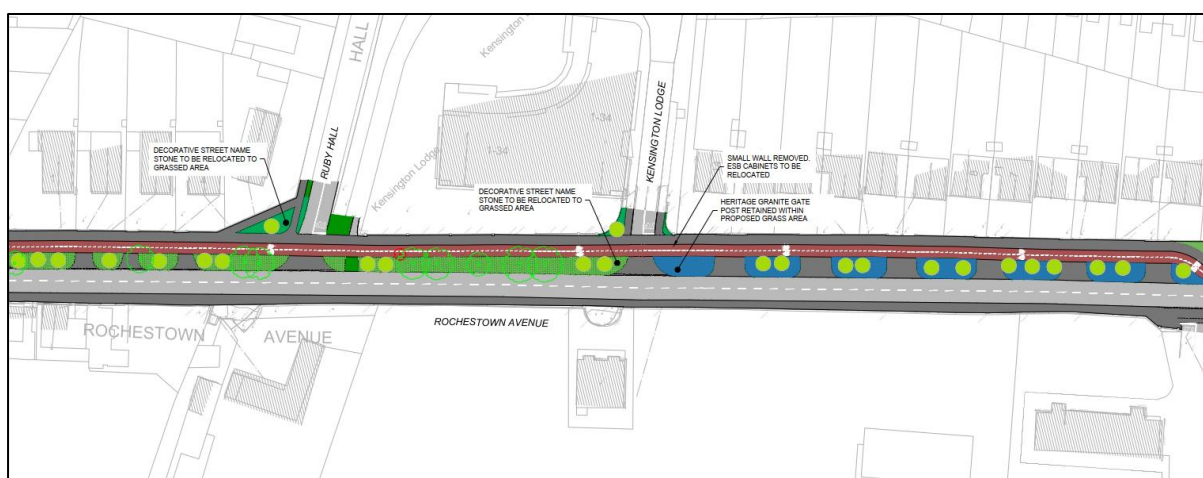


Figure 11: Proposed layout at Section 2

4.5 Section 3 National Rehabilitation Hospital to the junction with the Sallynoggin Road

The existing pedestrian crossing to the east of the Sefton estate will be removed and relocated to the western side of the estate. The proposed crossing will tie into the DLRCC Mountain to Metals Safe Routes to School scheme, to cater for the pedestrian and cycle desire line from the NRH to Sefton.

At this point also, the landscaping will be behind the footpath on the north side of the road, with the two-way cycle path adjacent to the road carriageway.

The DLR Active Travel team met with the National Rehabilitation Hospital (NRH) on Friday 14th July 2023 to discuss the proposed scheme. The NRH noted that their aspiration to provide a new high quality open space and recreation area to assist with patients rehabilitation. It was also noted this was an objective within the DLRCC Development Plan (SLO No: 66). The NRH asked the DLR Active Travel Team to explore the provision of creating a pedestrian footpath loop within the green opposite the NRH that could be used as a walking route for patients of the rehabilitation hospital and wheelchair users, whilst also introducing ample benches for rest areas and also outdoor calisthenics and physical rehabilitation equipment.

Following the public consultation process, the scheme design has been updated and a new 2.0m wide footpath loop is proposed with 6 new outdoor calisthenics and physical rehabilitation equipment and 4 new benches in this area. New trees are also proposed to be planted to provide a high-quality outdoor space for all users to benefit from. Figure 16 illustrates the updated scheme proposal.

The existing pedestrian crossing at the pedestrian entrance to the NRH will be maintained. Between this pedestrian crossing and the Sallynoggin Road junction, there will be no landscaping on the north side of the road. Pedestrian crossings will be introduced on all arms of this junction, with a cycle crossing also on the northern arm. At the Sallynoggin Road junction, it is proposed to widen the carriageway to accommodate a new right turn lane along

Rochestown Avenue into Sallynoggin Road. The right turn lane will have capacity for approximately 5 vehicles, enhancing capacity at the respective junction. The south side of the road on this section will have a pedestrian footpath for the entire length, with landscaping in sections between the path and the road carriageway.

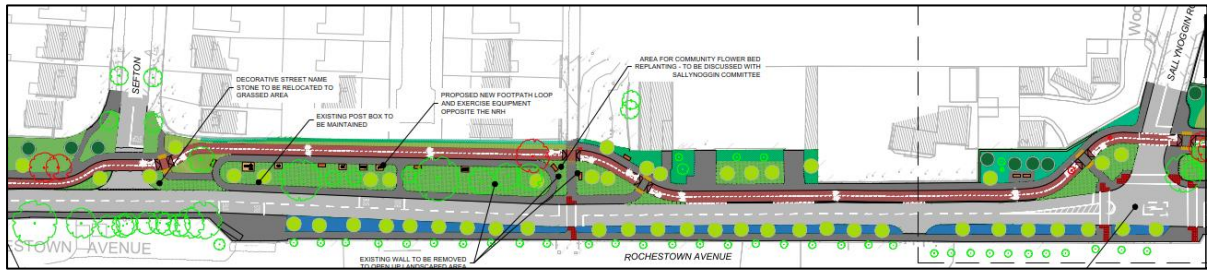


Figure 12: Proposed layout, Section 3



Figure 13 Existing Conditions along Rochestown Avenue near Sefton



Figure 14 Photomontage of Proposals along Rochestown Avenue, near Sefton

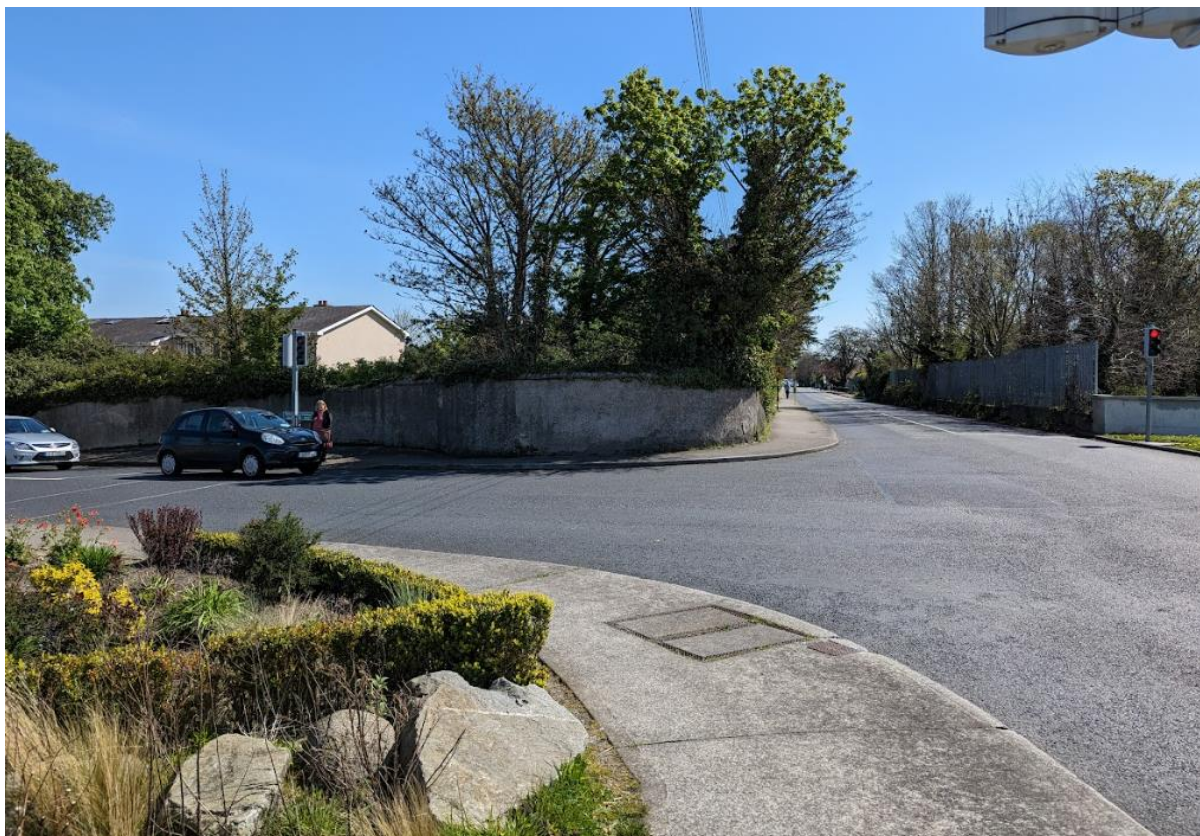


Figure 15 Existing Conditions at Rochestown Avenue / Sallynoggin Road junction



Figure 16 Photomontage of Proposals at Rochestown Avenue / Sallynoggin Road junction

4.6 Section 4 Sallynoggin Road to Pearse Park

The two-way cycle track will continue along the northern side off Rochestown Avenue alongside a proposed 2m wide footpath. A continuous pedestrian and cycle crossing is proposed the Somerton estate to provide priority for sustainable modes.

At Pearse Park, it is proposed that the scheme will convert into a shared pedestrian and cycle path, 4.0m wide, an upgrade to the existing footpath within the park. A segregated footpath and two way cycle track was examined within Pearse Park but due to constraints associated with the existing trees and the footpath pitch, there is insufficient space required for segregated facilities. The shared path arrangement is consistent with DLRCC's approach to pedestrian and cycle design in nearby public parks i.e. Kilbogget Park.

Low path level public lighting will be included within the scheme for the proposed path within the park with lighting design to avoid unnecessary light spillage to adjacent areas of vegetation.



Figure 17: Proposed layout, Section 4



Figure 18 Existing Conditions along Rochestown Avenue near Somerton



Figure 19 Photomontage of Proposal at Rochestown Avenue near Somerton

4.7 Section 5 Pearse Park to Sallynoggin Road

The shared path continues within Pearse Park up to its eastern boundary and then returns onto the northern side of Rochestown Avenue. It is proposed to continue the shared space on Rochestown Avenue for approximately 7m due to the constraints in the available widths. After the entrance to Sefton horse riding school, the shared space returns to segregated footpath and two way cycle track. Due to the constrained widths, the two way cycle track for a short stretch of approximately 50m is 2.5m wide, returning to 3.0m width after the pinch point.

The existing Rochestown Avenue and Johnstown Road junction is proposed to be upgraded to enhance pedestrian and cycle infrastructure. The proposals comprise of segregated pedestrian and cycle crossings across the Rochestown Avenue arms of the junction. A segregated and single pedestrian crossing is proposed across the Johnstown Road arm of the junction, thus removing the existing staggered pedestrian crossing.

To accommodate the proposed active travel improvements, it will be necessary to reallocate road space. The existing left turn slip from Rochestown Avenue onto Johnstown Road is proposed to be omitted as per DMURS guidelines, to facilitate a more compact junction with reduced pedestrian and cyclist crossing distances. The existing short right turn lane is proposed to be amended to a right turn pocket, which will accommodate 2 vehicles.

On the eastern side of Johnstown Road, a former bus layby is proposed to be removed to facilitate the new cycle track, which will eventually connect into the existing protected cycle lanes on Johnstown Road. After the Johnstown Road junction, the proposed two way cycle track continues along the northern side of Rochestown Avenue, with a continuous footpath and cycle track proposed across Eaglewood apartment access.

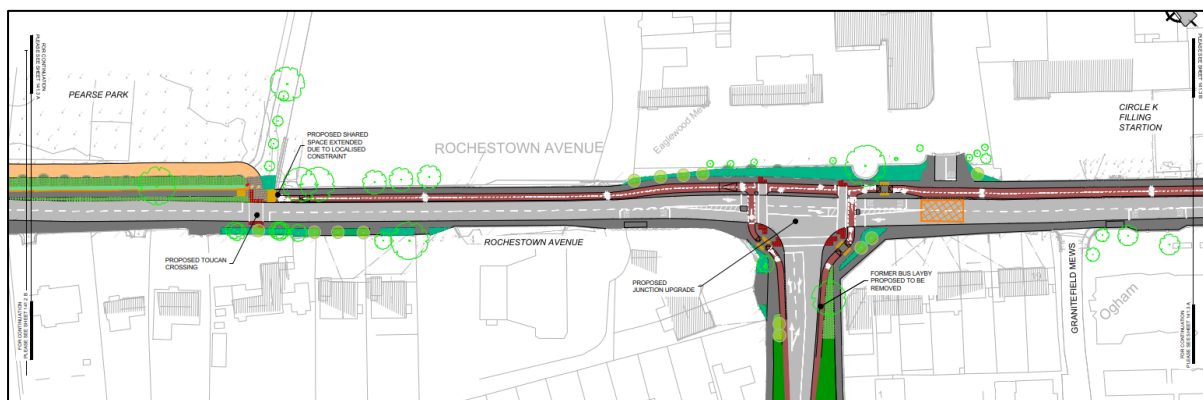


Figure 20: Proposed layout, Section 5



Figure 21 Existing condition at Rochestown Avenue / Johnstown Road signalised junction



Figure 22 Photomontage of proposed Rochestown Avenue / Johnstown Road signalised junction

4.8 Section 6 Rochestown Park to Drumkeen Manor

At the junction with Rochestown Park / Rochestown Avenue, it is proposed to enhance pedestrian and cycle infrastructure at this junction, by reducing the crossing distances and introducing controlled crossings for pedestrians and cyclists on all arms of the junction. On Rochestown Park, the existing short left turn flare is proposed to be omitted to facilitate a single lane approach to the junction.

At the Granitefield junction, the radius to the junction is proposed to be reduced as per DMURS to approximately 6m to encourage reduced vehicular turning speeds. The proposed two-way cycle track continues on the northern side of Rochestown Avenue along this section, providing continuous infrastructure for cyclists.

The existing right turn lane from Rochestown Avenue into Drumkeen Manor is proposed to be omitted to accommodate the new two way cycle track. Drumkeen Manor is a cul de sac with approximately 22no. properties, therefore the projected volumes of traffic entering and exiting the estate is relatively low, therefore any delay associated with right turning vehicles will be limited.



Figure 23 Proposed Layout, Section 6

4.9 Section 7 Glenview to the Graduate Roundabout

The final section of the proposed scheme comprises a continuation of the two way cycle track on the northern side of the Rochestown Avenue. The scheme will require the removal of the existing informal car parking on the northern side of Rochestown Avenue. The car parking can be well utilised as it acts as an overflow car park to the Killiney Shopping Centre.

It is proposed to upgrade the entrances to the Killiney Shopping Centre to introduce continuous pedestrian and cycle infrastructure, enhancing priority for sustainable modes at this conflict point. Controlled crossing is proposed connecting Glenview to the northern side of Rochestown Avenue. The scheme ties into the existing toucan crossing prior to the Graduate Roundabout.

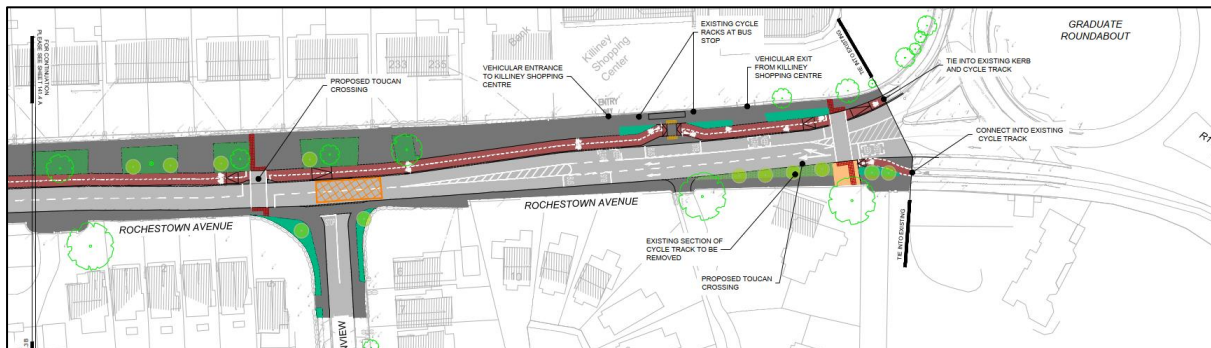


Figure 24 Proposed Layout, Section 7

5. Appropriate Assessment Screening

The process required by Articles 6(3) and 6(4) of the Habitats Directive is stepwise and must be followed in sequence. The first step in the sequence of tests is to establish whether an Appropriate Assessment (AA) is required. This is often referred to as 'AA Screening'. The purpose of AA Screening is to determine, in view of best available scientific knowledge, whether a plan or project, either alone or in-combination with other plans or projects, could have likely significant effects on a European site, in view of that site's conservation objectives.

AECOM on behalf of DLRCC have prepared an AA Screening Report in relation to the Rochestown Avenue Active Travel Improvement Scheme, having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC). The AA Screening is included within the Part 8 pack and considers the potential effects of the scheme on European sites, which include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

The AA Screening Report determination is stated below:

- The assessment has concluded that there are no likely significant effects predicted from the Proposed Scheme on any European sites, SCI/QI species or supporting habitat.
- Furthermore, the in-combination assessment also concludes that there are no likely effects at all predicted when considering the Proposed Scheme in combination with other projects or plans.
- Therefore, in view of best scientific knowledge and on the basis of objective information, it is concluded that the Proposed Scheme, whether individually or in-combination with other plans or projects, beyond reasonable scientific doubt is not likely to have significant effects on any European site. Therefore, there is no requirement to proceed to the next step of Appropriate Assessment.

Taking account of the findings of the AA Screening Report, DLRCC has determined that the proposed development will not give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or projects. Consequently, a Stage Two Appropriate Assessment / Natura Impact Statement is not required for the project.

More detail can be found in the AA Screening Report and AA Screening Determination which are included in the Part 8 pack.

6. Environment Impact Assessment

DLRCC carried out a preliminary examination of the proposal in accordance with Article 120(a)(1)(a) of the Planning and Development Regulations, as amended. Based on the nature, size and location of the development, DLRCC considered on the basis of that there was significant and realistic doubt regarding the likelihood of significant effects on the environment. Consequently, and in accordance with Article 120(a)(1)(b)(ii) of the Regulations (as amended), DLRCC commissioned an EIA Screening Report to be prepared by AECOM.

The report is to inform the EIA Screening Determination to identify if the Proposed Development should be subject to an EIA as required under Directive 2014/52/EU (the "EIA Directive), considers the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended), and considered the Proposed Development under Section 50 of the Roads Act 1993 (as amended).

The EIA Screening report notes that the proposed development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

For the purpose of a robust screening process, a sub threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive in order to determine whether or not the Proposed Development would be likely to have significant effects on the environment.

The Screening Assessment states:

- The likely impacts that will arise from the Proposed Development in the absence of appropriate mitigation measures have been evaluated in line with relevant guidance and regulatory frameworks noted in the Screening report.
- If the recommended mitigation measures discussed in the report such as the production and implementation of a Construction Environment Management Plan (CEMP) during the construction phase which includes: dealing with unexpected archaeological discoveries, procedures for protecting heritage asset during the construction phase, inherent environmental controls, regulatory controls and best practice measures, are applied and adhered to, no likely adverse significant effects are anticipated as a result of the Proposed Development.
- The Proposed Development does not screen in under mandatory criteria and, with implementation of appropriate mitigation and best practice measures does not screen in for EIA under sub-threshold assessment.

Taking account of the findings of the EIA Screening Report, DLRCC has determined that there is no real likelihood of significant effects on the environment arising from the proposed development. As a result, the proposal does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report needs to be prepared for it.

More detail can be found in the EIA Screening Report and EIA Screening Determination which are included in the Part 8 pack

7. Implications of the Proposed Development

This proposal has been considered in terms of European, National, Regional and Local planning and transportation policy as set out in Section 3 of this report. The proposed development would improve the walking and cycling facilities in the area which is in line with policy objectives T1, T4, T11, T12, T13, T23, T25, T31, PHP35, PHP36, GIB1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Transport Strategy for the GDA 2022 – 2042 and the NTA Greater Dublin Area Cycle Network Plan 2021.

AA screening has been carried out and it is concluded that the Proposed Scheme, whether individually or in combination with other plans or projects, beyond reasonable scientific doubt is not likely to have significant effects on any European site. Therefore, there is no requirement to proceed to the next step of Appropriate Assessment.

An EIA Screening has been carried out and the proposed development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

In conclusion, the proposed uses are acceptable in principle and accord with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022–2028, relevant national, regional, and local policy and the proper planning and sustainable development of the area.

8. Internal and External Reports

Consultation was undertaken with the various departments in DLRCC to obtain any feedback on the proposed Part 8 development. Feedback was received from the Transportation, Parks, Biodiversity, Water Services and Planning Departments, which are detailed below along with AECOMs response.

Furthermore, DLRCC circulated the proposed scheme to Statutory Bodies as documented later in this chapter.

8.1 Internal Reports

8.1.1 Transportation Department

A summary of the comments from the DLRCC Traffic Department is summarised as follows along with our proposed response:

1. *Supporting of the scheme which would provide an enhanced quality of service to pedestrians and cyclists, and compliance with DMURS.*

Response: Noted

2. *The provision of a right turn pocket at Sallynoggin Road junction is welcomed.*

Response: Noted.

3. *Can you consider the tie-in at the Graduate Roundabout, in particular the south-west quadrant... if a two way cycle track could be provided here, it would be very popular.*

Response: This has been considered by the DLRCC Active Travel team, whilst agreed that this would be a welcomed extension to the scheme, it was felt that this would have an impact upon the Rochestown Avenue Part 8 programme, therefore has not been included at this stage. From review of the additional area, it would appear that continuation of the two way cycle track from the Graduate Roundabout to Churchview Road along the southern side of Church Road (R118) could potentially be delivered via a separate Section 38 application as opposed to a Part 8. Therefore, this is to be examined further by DLRCC and the NTA, should the Rochestown Avenue Part 8 application be approved.

8.1.2 Parks Department

A summary of the comments from the DLRCC Parks Department is summarised as follows along with our proposed response:

1. *Arborist to be appointed for the duration of the construction period*

Response: Noted. An arborist has been appointed for this preliminary and detail design stage. An arborist will also be appointed for construction stage.

2. *Root Bridging Construction Detail to be agreed and incorporated where footpaths/cycleways pass close to or over existing tree roots*

Response: Noted. The root bridging detail has been assessed from a preliminary design perspective. Subject to Part 8 approval, the detail design of the construction detail to be undertaken as per Parks department requirements.

3. *If not already carried out, an Arboricultural Impact Assessment needs to be undertaken by a qualified arborist*

Response: CMK Hort and Arb Ltd were appointed to provide arborist support for Rochestown Avenue scheme. This has included the production of a tree survey and an Arboricultural Impact Assessment report, which has been used to assess the impacts of the emerging scheme proposals.

4. *Tree root barrier to line interface between tree root and adjacent surfaces and services*

Response: Noted, the detail of which will be developed at detail design stage.

5. *Additional tree planting required*

Response: The scheme design has been updated and additional planting is now included throughout the scheme. It was not feasible to include new planting in all locations identified by Parks Department in particular near to junctions due to the need to maintain visibility for all modes.

6. *Removal of trees to occur outside of bird nesting season. Arborist to be appointed for the duration of the construction project, to carry out tree survey (that appears to have been done) & to undertake a arboricultural impact assessment.*

Response: Noted and agreed.

7. *Avoid too many small incidental green spaces that need to be maintained. Can the cycle and footpath run alongside one another so that the two green spaces can be combined.*

Response: Noted, the scheme has been updated to facilitate cycle and footpath to run alongside one another where feasible. There are some instances where this is not feasible, i.e. where existing trees are proposed to be protected.

8.1.3 Water Services Department

A summary of the comments from the DLRCC Water Services Department is summarised as follows along with out proposed response:

1. *There does not appear to be any drainage proposals as part of this scheme. It would be best practice that the requirements for SuDS are included at the preliminary design stage to ensure adequate space is provided, and utility checks undertaken to confirm feasibility of SuDS proposals.*

Response: The General Arrangement drawing has been updated to indicate indicative SuDS proposals and opportunities along the scheme to assist in controlling water run off. A significant allowance for SuDS is indicated along Rochestown Avenue, the majority of which is proposed by reallocating existing hard standing. A utility search and a GPR survey has been undertaken to identify existing utilities along the study area, which has been used to inform the location of SuDS. At detail design stage, it may be necessary to undertake minor revisions to the proposed design subject to the extent of any utility diversions.

8.1.4 Biodiversity Officer

A summary of the comments from the DLRCC Biodiversity Officer is summarised as follows along with our proposed response:

1. *An Ecological Impact Assessment (EclA) is required. Trail cameras were requested to assess the small areas of scrub and woodland habitat along the scheme.*

Response: An Ecological Impact Assessment report has been prepared to accompany this Part 8 application. Trail cameras were placed along the identified woodland areas. No notable species were recorded from the surveys.

2. *Feedback and queries was also received on the Preliminary Ecological Assessment (PEA) Report, which can be summarised below:*

- a. *Clarification on areas that were inaccessible to surveyors / potential for protected species in this area;*

- b. *Clarification on potential for bats in the zone of influence, and potential mitigation measures;*

- c. *Clarification on bird habitats;*
- d. *Greater recommendations requested, requirement for an Ecological Impact Assessment.*

Response: An updated Preliminary Ecological Assessment report has been provided as part of the Part 8 submission, with a view of addressing the comments received from DLR Biodiversity Officer.

- a. Trail cameras were established and findings presented within the Ecological Impact Assessment report. It is noted that no notable protected species was identified from the further investigation.
- b. A single tree was identified as having 'Low' bat roost suitability, as defined by the Bat Conservation Trust (BCT). In accordance with industry-standard guidelines published by BCT, no further survey of trees with 'Low' bat roost suitability are required. Where new lighting is required, mitigation will be applied by minimising light spill and / or the use of low level lighting in areas;
- c. Any clearance works required to the existing shrubland will be undertaken outside of bird nesting season;
- d. An Ecological Impact Assessment has been prepared to accompany the Part 8 application.

8.1.5 Architects Department

No comments were received from the Architects Department

8.1.6 Community and Cultural Development Department

No comments were received from the Community and Cultural development Department.

8.1.7 Heritage Officer

No comments were received from the Heritage Officer

8.1.8 Road Maintenance, Cleansing and Public Lighting Department

No comments were received from the Lighting Department

8.1.9 Planning Department

No comments were received from the Planning Department.

8.2 External Reports

8.2.1 National Transport Authority

No comments were received from the National Transport Authority.

8.2.2 Uisce Éireann

No comments were received from Uisce Éireann.

8.2.3 The Heritage Council

No comments were received from The Heritage Council.

8.2.4 Failte Ireland

No comments were received from Failte Ireland.

8.2.5 An Taisce

No comments were received from An Taisce.

8.2.6 Arts Council of Ireland

No comments were received from Arts Council of Ireland.

8.2.7 Department of Housing, Local Government and Heritage

No comments were received from Department of Housing, Local Government and Heritage.

8.2.8 Transport Infrastructure Ireland (TII)

No comments were received from Transport Infrastructure Ireland.

9. Submissions and Observations

9.1 Elected Members Briefing

The Elected Members were briefed on Monday 24th April 2023 in advance of the commencement of the Part 8 statutory process.

9.2 Public Consultation

9.2.1 Statutory Consultation

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Independent newspaper on 14th of June 2023. Appendix D illustrates the published newspaper article.

Plans and particulars of the proposed development were made available for inspection from 14th of June 2023 to 26th of July 2023 at the Planning Departments, County Hall, Marine Road, Dún Laoghaire, and at the Council Offices, Dundrum and on the DLR Consultation Hub on the Council's website www.dlrcoco.ie.

The public were invited to send observations and comments on the project via:

- Completing an online survey on DLRCC Citizenspace Public Consultation Hub at www.dlrcoco.ie.
- E-mailing info@dlrcoco.ie with the subject marked 'Rochestown Avenue Active Travel Scheme'.
- A written submission by post or in person to Dún Laoghaire-Rathdown County Council, clearly marked 'Rochestown Avenue Active Travel Scheme'

Further awareness was raised by posting a video of the proposed scheme on the DLRCC website and social media pages. All submissions and observations were read and analysed. A summary of the submissions can be found in the following subsections of this report.

9.2.2 Drop in Information Session

A Drop-in Information Session was held by DLRCC on Thursday 22nd June 2023 from 4pm to 8pm at the Rochestown Suite of Rochestown Lodge Hotel, Rochestown Avenue, Dun Laoghaire. Posters were put up along Rochestown Avenue prior to the drop in session and this was also communicated on social media.

Over 100 persons attended the Drop-in Information Session, which gave the design team the opportunity to present the proposals in greater detail to the community, whilst allowing people to view the drawings and ask questions to the design team. Councillors were also in attendance during the Information Session. The design team found the session extremely valuable and the feedback provided was used to inform this Chief Executives Report.

9.3 Summary of the Submissions and Observations

Number of submissions received

There was a total of **248** submissions received within the statutory consultation period. These submissions comprised of:

- **205** submissions through the Dún Laoghaire-Rathdown County Council Citizen Space Hub,
- **35** submissions were received either by email,
- **8** submissions received via drop-in.

9.4 Support for the scheme

Evaluating submissions received through both the online portal, email and letters **157 (65%)** were in favour of the scheme proceeding as proposed, **63 (25%)** were in favour of the scheme proceeding with changes and **28 (11%)** did not want the scheme to proceed.

In summary:

- **220 (89%)** are supportive of the scheme proceeding
- **28 (11%)** are not supportive of the scheme proceeding

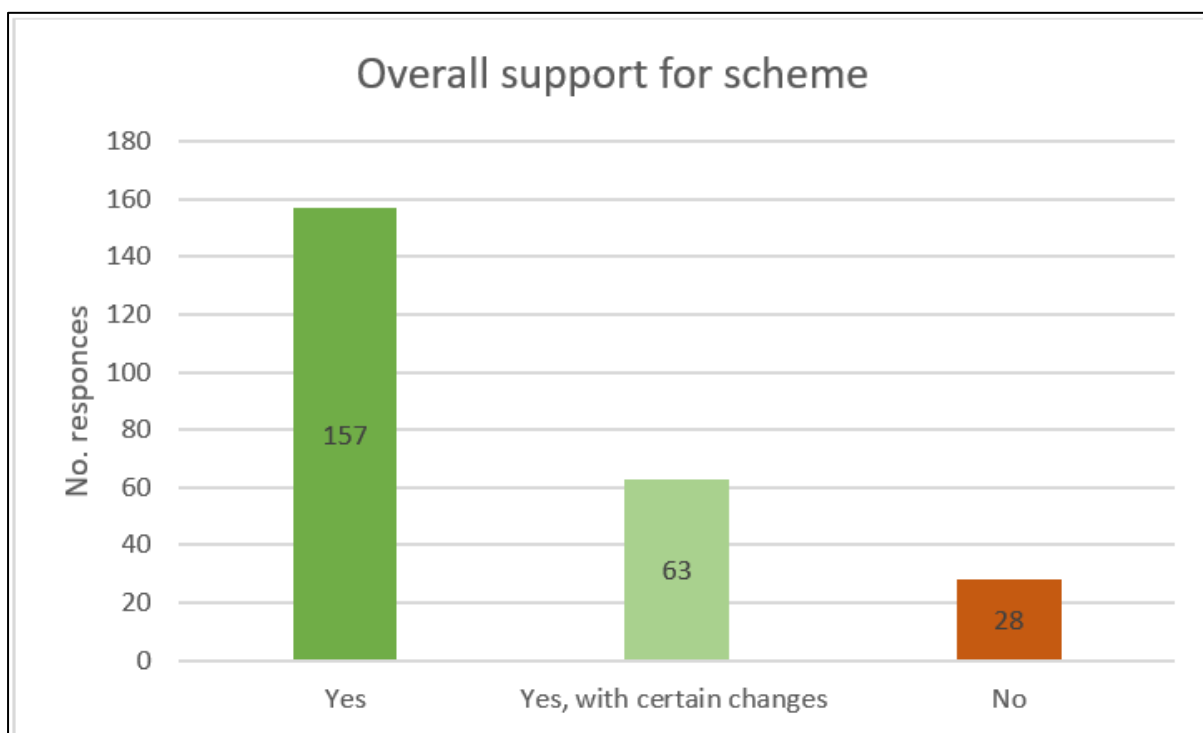


Figure 25 Overall Support for the Scheme

The survey identified who was interested in the scheme in terms of age, gender, location and business interest. The demographic of respondents consisted primarily of residents living near the scheme with a good mix of genders and age groups.

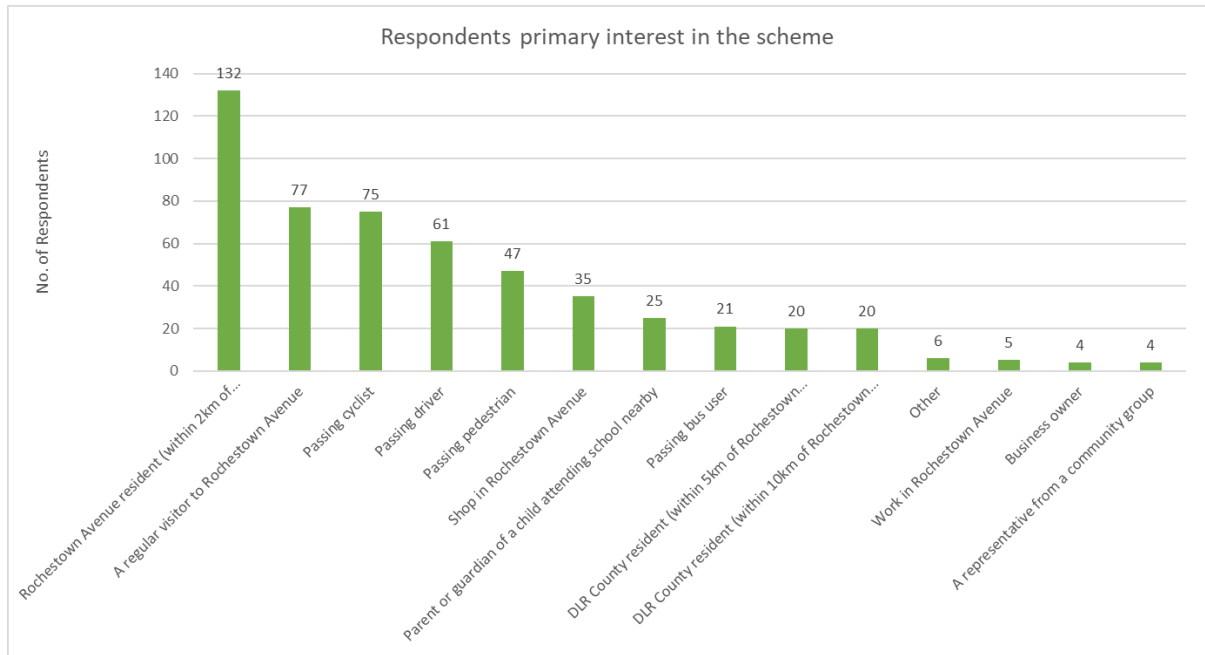


Figure 26 Respondents Primary Interest in the Scheme

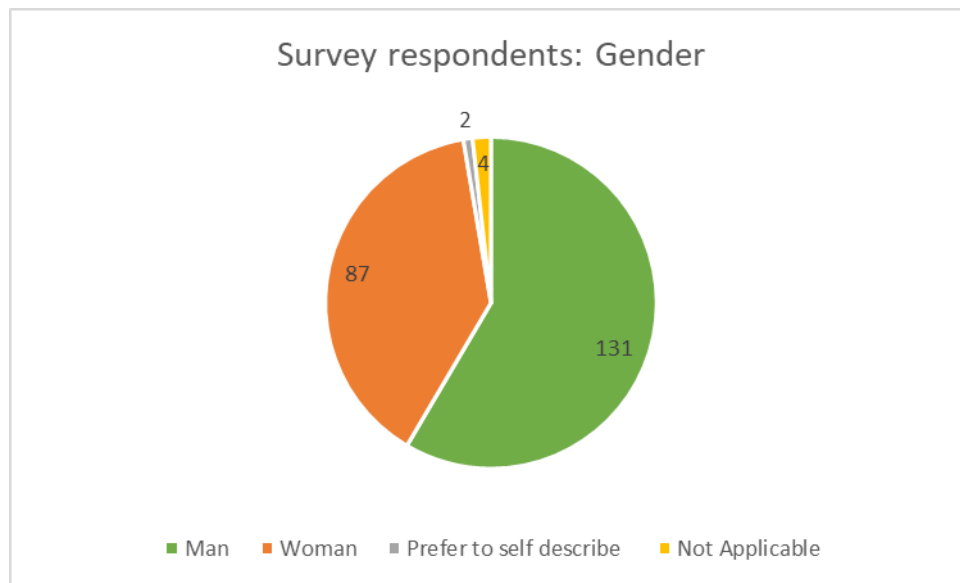


Figure 27 Respondents Gender

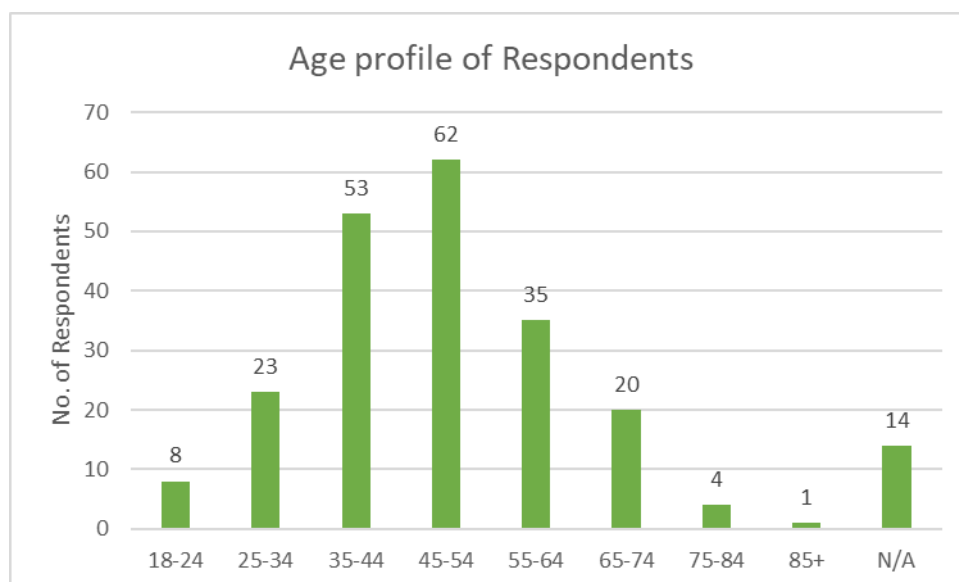


Figure 28 Age Profile of Respondents

9.5 Detailed Feedback

The submissions and the detail pertinent to the respective submissions are duly noted and have been assessed accordingly. The Table below presents a compilation of the specific comments and suggestions made regarding the scheme. The submissions have been reviewed and collated to identify key themes which are displayed in the issue column with a brief description of the problems that relate to that theme. A count which is the number of times the issue was raised and a percentage has also been quantified to indicate the proportion of respondents that have made a submission related to each theme. A response has then been provided for each respective comment.

Table 6 Detailed Feedback Received.

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
Bakers Corner	Concern that the removal of left-hand slip lane will cause traffic congestion at Bakers Corner	19	7.9%	<p>The proposal is to reallocate existing road space to facilitate provision for a new two way cycle track and footpath improvements.</p> <p>A Transport Statement has been prepared to accompany the application. The statement includes an assessment of the traffic impacts associated with the proposed scheme. Whilst it acknowledges a reduction in capacity at Bakers Corner / Pottery Road junctions, the impacts will not be material, and any additional queuing will clear within a subsequent cycle.</p> <p>Furthermore the results represent a worst case scenario with no modal shift assumptions applied i.e. reduction in traffic flows due to some car drivers deciding to switch to active travel modes as a result of the enhanced pedestrian and cycle infrastructure.</p> <p>Whilst the potential traffic impacts are noted, the reallocation of road space to facilitate active travel is in line with National and Local Policy. Of note, the proposed scheme has been designed in coherence with the DMURS guidelines, which encourages removal of left turn slip lanes as they add little benefits for traffic capacity, whilst</p>

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
				<p>removing the slip lane facilitates reduced crossing distances for pedestrians and cyclists, which enhances safety.</p> <p>A slip lane removal at the Bakers Corner junction was also permitted as part of the DL Central Part 8 in 2022.</p>
Traffic Congestion	Reduced road space will lead to further traffic congestion	18	7.5%	<p>A Transport Statement has been prepared to accompany the application. The statement includes an assessment of the traffic impacts associated with the proposed scheme.</p> <p>It should be acknowledged that Rochestown Avenue existing conditions comprises a single lane in both directions, which will be maintained in the proposed scheme scenario.</p> <p>The scheme proposes amendments at the junctions that will remove left turn slip lanes as per National Guidelines such as DMURS, but this is proposed to enhance safety for vulnerable road users including pedestrians and cyclists. The impact upon traffic capacity at the junctions is anticipated to be minor and is not envisaged to be material. Furthermore, the scheme proposes junction capacity upgrades at the Sallynoggin Road junction, which will assist to enhance capacity along the scheme via the introduction of a new right turn lane and the addition of a new turning movement from Pottery Road onto Rochestown Avenue, which will benefit traffic movements.</p>
Walk/ Cycle intersections	Avoid pedestrians needing to cross cycle lanes	17	7.0%	<p>Where pedestrians are required to cross the cycle track, pedestrian crossing infrastructure is proposed, including buff tactile and a continuous footpath across the cycle track to denote pedestrian priority. Cyclist Yield markings are provided as per the National Cycle Manual.</p> <p>Note that the scheme has been designed to segregate modes but there are locations where this is not possible due to available road width constraints e.g. the Pottery Road arm of the Rochestown Avenue junction, where a section of shared space is proposed.</p>
Unnecessary / Waste of resources	Cycle lanes are unused and should not be invested in	14	5.8%	<p>The scheme complies with local and national policy to support sustainable infrastructure to encourage modal shift from vehicular traffic. Investment in Active Travel infrastructure plays a vital role within the Governments Climate Action Plan 2023 goal of halving Irelands emissions from the transport sector by 2030.</p> <p>Furthermore, the scheme proposed improvements to the pedestrian network in addition to the cycle network. The scheme also proposes measures to enhance the public realm and parks, for example over 180 new trees are proposed to be planted. SuDS measures are proposed to support climate resilience and biodiversity.</p> <p>Finally, the provision of a cycle network forms part of national and local policy. Cycle facilities are used and this</p>

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
				scheme is proposing to expand on the network to provide sustainable and safe options for more users.
Cycle lanes	<p>Raised cycling lanes should be installed to show priority at junctions and should be painted red to clearly mark cycle lane.</p> <p>No plastic bollards should be used Allow for cyclists to integrate back into traffic coming on and off the cycle path without having to stop at lights, get off their bike etc.</p> <p>Accommodate turning cyclists without blocking bike lane. Aim to have green buffers across the whole route otherwise provide a way to stop illegal parking on the bike lane</p>	14	5.8%	<p>The proposed cycle network is intended to comply with the new National Cycle Manual in terms of adopting a red coloured surface.</p> <p>The cycle track is proposed to be raised from the carriageway to offer cyclist protection from vehicular modes.</p> <p>The side road crossings are designed in accordance with the new National Cycle Network. Bollards provide a function and may be required but will be kept to a minimum.</p>
Pearse Park	<p>Shared space within the park will cause conflicts.</p> <p>Needs public lighting for safety.</p> <p>Cyclists will continue travelling on road rather than using park. Could the toucan crossing become a zebra crossing</p>	13	5.4%	<p>A 4m wide shared path is proposed in the Pearse Park section. This is consistent with nearby parks such as Kilbogget and Clonkeen where shared facilities are operating and function well. There is also a width constraint within the park where it is not feasible to have a facility wider than 4m due to the existing football pitch and existing trees.</p> <p>Public lighting is also proposed within the park.</p> <p>The scheme proposal will introduce a high quality route for cyclists, which will provide a safer alternative to on road cycling, given that there is no existing cycle infrastructure on Rochestown Avenue along Pearse Park.</p>
Tree Removal & Green space	<p>If trees are to be removed care is needed to ensure minimum disruption to biodiversity.</p> <p>Aim to keep and replace as many trees as possible.</p> <p>New trees will restrict sight lines & block existing PV panels (Sefton)</p>	13	4%	<p>Due care to biodiversity was given by the design team via engagement with the scheme arborist and ecologists. The design team have undertaken extensive liaison with DLR Biodiversity officer and an EclA has also been prepared assessing the existing biodiversity in the study area.</p> <p>The scheme objective is to protect the existing landscape and enhance where possible. Where trees are proposed to be removed, they will be replaced with a new tree. The scheme proposes a net increase in trees of approximately 180.</p> <p>New trees are proposed in locations to avoid impacting visibility and sightlines. The trees proposed at Sefton are to</p>

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
	Ensure that the right wild flowers are used.			<p>replace the existing mature trees that are to be removed. The new trees will be infant species and will not have a direct immediate impact upon PV panels. At detailed design stage the placement of trees will be reviewed and can be moved further away from a property.</p> <p>Wildflowers will be planted to comply with the requirements of the DLRCC Biodiversity officer.</p>
Pottery Road	Cyclists moving North on Pottery Road, who have no way to move onto Rochestown Avenue without dismounting, walking at a pedestrian signal, and crossing on foot before re-joining the segregated cycle track on the opposite side of the road.	10	4%	<p>The designers reviewed in detail the feasibility of incorporating a design whereby a continuous cycle track and cycle crossing could connect Pottery Road onto Rochestown Avenue. However due to constraints in the footpath width along Pottery Road (southern side) and also the road width constraints, it wasn't feasible to incorporate a cycle turning area and dedicated cycle crossing. The scheme does include a toucan crossing to assist cyclists crossing at this location, which is a significant improvement upon the existing conditions.</p> <p>Alternatively, cyclists travelling north along Pottery Road can also avail of earlier opportunities to access Rochestown Avenue including through the National Rehabilitation Hospital via the Active Travel Mountain to Metal Safe Routes to School Route.</p>
Bus Lane	<p>A bus lane down Rochestown Avenue.</p> <p>Bus stops need lay-bys to allow traffic to flow past busses.</p>	10	3.6%	<p>A previous scheme option assessed the feasibility of introducing a new bus lane and active travel infrastructure along Rochestown Avenue. This would however require removal of most of the existing established planting along Rochestown Avenue. The scheme would therefore have impacted negatively against the climate objective policies; therefore the proposed scheme has not included a bus lane but does included enhanced biodiversity proposals along Rochestown Avenue.</p> <p>It is noted that an existing layby along Rochestown Avenue at Killiney Shopping Centre (Stop no 3213) is proposed to be removed to accommodate the proposed two way cycle track. AECOM explored retaining this layby but due to carriageway width constraints, it was not feasible to retain the layby and introduce the active travel proposals. It should be noted that all other stops long Rochestown Avenue are in line i.e. without a layby, therefore the proposed removal of the layby will be consistent with the remainder of Rochestown Avenue.</p>
Somerton	Concerns regarding antisocial behaviour, preference to keep the historic wall. Dangerous location for a proposed play area	10	3.6%	<p>The scheme proposals have been revised at this location. It is proposed to remove the play features from the green advance to Somerton. The existing wall is proposed to be removed to facilitate access for the proposed pedestrian and cycle facilities, furthermore the junction is proposed to be upgraded to accommodate a new right turn lane from Rochestown Avenue to Sallynoggin Road and also enhanced pedestrian crossing facilities.</p>

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
				The existing wall is therefore proposed to be removed, but replaced with a new low height wall, which will assist to enhance passive surveillance and enhance safety in the area.
Safety	More bikes will lead to more traffic conflicts	8	3.3%	The proposed infrastructure for cycling and pedestrians will assist to give greater priority for vulnerable modes at conflict points. Furthermore the scheme significantly enhances the existing conditions which are poor for cycling.
Pedestrian crossing at Glenview	<p>Too many controlled pedestrian crossings are proposed.</p> <p>Light and Noise Pollution concerns from the proposed pedestrian crossings.</p> <p>Concerns that construction works will conflict with existing services and impact water and electricity to residence.</p>	6	2.5%	<p>The controlled crossings will assist to improve permeability for vulnerable road users at existing and future desire lines along scheme.</p> <p>In relation to light and noise pollution concerns of the proposed pedestrian crossing, mitigation measures can be adopted to remove or reduce noise levels at crossings during certain times of the day i.e. in the evenings / at night. This can be addressed at detailed design stage.</p> <p>Subject to Part 8 being approved, the scheme will go to a detailed design, which will include a detailed assessment of impacts upon utilities. It is not proposed to impact upon services, existing services will be protected during construction as is normal practice.</p>
Graduate roundabout	<p>The scheme will add to congestion at Graduate roundabout. Have the new developments been considered in the design.</p> <p>Why does the cycle lane end. Should be 'Dutch style' design i.e. a protected roundabout. Needs traffic lights</p>	5	2%	The graduate roundabout is outside of the scheme extents.
Lack of Consultation	No consultation with residents in the area before decision made to proceed with cycle lanes.	5	2%	The scheme has been subject to a Public Consultation process, which conforms with the requirements of the Part 8 process. DLRCC have complied with all of the statutory obligations in relation to public consultation. In addition, we held a Drop In Session and a social media campaign. Note that this consultation has been held in advance of a decision, as required by legislation, after completing Phase 3 (Preliminary Design).
Road Resurfacing	Rochestown Avenue needs to be resurfaced.	4	1.6%	Noted. This to be considered as part of detailed design stage. It is noted the existing carriageway surface in locations is poor quality, which will need to be upgraded.
Consideration of National Rehabilitation Hospital	<p>Consider wheelchairs / other mobility restrictions</p> <p>NRH would like to work with the scheme to</p>	4	1.6%	DLRCC have held discussions with the NRH, and it is proposed to alter the proposed footpath layout opposite the NRH.

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
	improve their signage and road markings.			<p>The scheme now proposes an oval shaped surfaced path for wheelchair users and other patients of the NRH to be used as a training / rehabilitation loop.</p> <p>The scheme also proposes 6 new calisthenics and physical rehabilitation equipment along the proposed rehabilitation loop.</p>
Active travel priority	Make timings of traffic lights prioritise active travel	3	1.25%	This is to be considered at detailed design stage. It is DLRCC policy to have low waiting times for sustainable modes to enhance and promote sustainable travel.
Killiney Shopping centre	<p>Bus passengers crossing cycle lane while getting on and off buses.</p> <p>Bike parking could be implemented in front of TSB bank.</p> <p>Different design with right turning lane into shopping centre removed will allow for an improved design that lessens the conflict points and more closely adheres to the design manual for urban roads (DMURS).</p>	3	1.25%	<p>Proposed design is as per the National Cycle Manual, whereby passengers can cross the cycle track using the pedestrian priority crossing over the cycle track.</p> <p>Bike parking to be incorporated within the design.</p> <p>The existing right turn into the shopping centre is proposed to be retained. This was examined to be omitted, however the proposed pedestrian and cycle proposals can be achieved without removing the right turn lane, therefore the right turn lane is proposed to be retained.</p>
Public Infrastructure	<p>Consideration is given to the integration of public infrastructure, specifically telecommunications. (Emerald Tower Limited)</p> <p>Overhead services need to be relocated. Have you considered putting them underground</p>	3	1.25%	<p>The design has been undertaken to take into consideration existing telecommunication and services.</p> <p>The scheme designers are cognisant of the existing overhead services, which will impact the proposed realignment and any new public lighting. Any overhead services will be examined at detailed design stage, and where necessary are to be relocated or grounded as part of the overall improvement scheme.</p>
Construction concerns	Concerns about disruption caused during the construction phase	3	1.25%	An outline Construction Traffic Management Plan will be prepared at detailed design stage for DLRCC approval. The plan will aim to minimise the impact and disruption associated with the construction stage, by proposing two way traffic flow being maintained where possible during the construction phase.
Traffic Modelling Concerns	Were models done based on Covid traffic conditions.	2	0.8%	The Traffic Assessment was based on traffic surveys undertaken in 2023, and therefore reflective of traffic conditions along Rochestown Avenue as opposed to during the Covid 19 pandemic.

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
Provision for chronic illness	No provision for chronic illness who need to drive. Universal crossings for mobility impaired	2	0.8%	The scheme aims to enhance road safety for all road users including motorists. The scheme will improve traffic conditions for whoever needs to drive assuming a certain amount of people that are currently driving will switch to more sustainable modes of travel, once safe cycle infrastructure is introduced. Pedestrian crossings design has also been undertaken following DMURS guidelines, for safety and accessibility of all users including mobility impaired. Tactiles provided as per regulation throughout all new and existing junctions.
Bus stops	Bus stop butting up against property boundary wall.	2	0.8%	Noted that this is an existing bus stop. Scheme doesn't propose to amend stop location.
Community gardens	The members of the community garden would like it kept in position or moved elsewhere rather than being removed.	2	0.8%	The scheme proposals aims minimise impacts upon existing gardens, however where community gardens are impacted, these will be moved to a more suitable location. Furthermore the scheme will provide new planting areas for communities to benefit from.
Johnstown Road	Concerns regarding slip lane removal	1	0.4%	Slip lane removal is as per the DMURS (Design Manual for Urban Roads and Streets) guidelines, which will assist to promote enhanced road safety by reducing vehicular speeds.
Granitefield	Traffic light timings need to be improved for better traffic flow.	1	0.4%	A review of existing traffic signal timings will be undertaken and assessed as part of detailed design stage.
Cargo bikes	Increase cycle lane width to accommodate cargo bikes	1	0.4%	the scheme proposes a 3m wide two way cycle track along Rochestown Avenue, which will give ample space for cargo bikes to travel along the scheme.
Privacy	Concerns were raised about how the scheme will affect privacy of homes along the route and the need for walls near Somerton.	1	0.4%	Private boundary walls not included within the public carriageway and not a requirement of DLRCC.
No Metal utility coverings	Very slippery for a bike	1	0.4%	Noted, the scheme will propose cycle friendly gullies where drainage is required on the cycle track / lane. In relation to utility covers, at detailed design stage a review will be undertaken to ensure utility covers are kept outside of the cycle track as much as possible.
Driveways on Rochestown Avenue	The driveways along Rochestown Ave opposite the NRH are narrow. The scheme proposes to remove the area of hardstanding in	1	0.4%	Noted, in most instances there is now proposed to be a 2m footpath, 3m cycle track and planting / verge, which will give ample room for entering and exiting the driveways.

Issue	Description	Count (no. of times issue arise)	Percentage of responses	Chief Executives Response
	front of properties which is used by residents to manoeuvre before pulling out on the road.			
Grangewood pedestrian crossing	Entrance is totally inadequate for people entering/exiting Grangewood using cars. Traffic lights and/or a yellow box would be essential for public safety. With the adjacent cycle lanes, would the view left: right be compromised?	1	0.4%	A controlled crossing is proposed on Rochestown Avenue, which will assist to enhance safety for all modes of transport including car drivers. Furthermore this will provide gaps for traffic entering and exiting Grangewood.
Circle K	Currently has two entrances is 1 sufficient to limit conflicts with pedestrians and cyclists. Features needed to show priority to pedestrians and cyclists	1	0.4%	The scheme proposes a continuous pedestrian footpath across both entrances.

10. Proposed Changes

Following analysis of the feedback received during the statutory public consultation process and the Drop In Session event, the design team are proposing amendments to the scheme, as summarised below.

10.1 Somerton Green

The Proposed Scheme at public consultation stage had included proposals for new incidental play and benches within the green adjacent to Sallynoggin Road and Somerton, as shown Figure 29 below. Concerns were raised during the public consultation regarding the potential for increased anti-social behaviour in this location that the proposals would generate. Furthermore, the majority of respondents did not object to the proposed pedestrian and cycle infrastructure within the green as this is already used as an informal pedestrian access to the Somerton estate but requested a boundary wall to segregate the proposed footpath and cycle track with the green.

The scheme has therefore been revised, all incidental play features and benches have been removed. A low height boundary wall is also proposed to connect Sallynoggin Road to the Somerton estate access off Rochestown Avenue as shown in Figures 30 and 31 overleaf.



Figure 29 Public Consultation Stage Proposals for Incidental Play at the Somerton Green



Figure 30 Proposed Scheme Changes at Sallynoggin Road / Rochestown Avenue and Somerton Green



Figure 31 Proposed Scheme at Sallynoggin Road / Rochestown Avenue

10.2 Green Opposite the National Rehabilitation Hospital

The DLR Active Travel team met with the National Rehabilitation Hospital (NRH) on Friday 14th July 2023 to discuss the proposed scheme. The NRH noted that their aspiration to provide a new high quality open space and recreation area to assist with patients rehabilitation. It was also noted this was an objective within the DLRC Development Plan (SLO No: 66). The NRH asked the DLR Active Travel Team to explore the provision of creating a pedestrian footpath loop within the green opposite the NRH that could be used as a walking route for patients of the rehabilitation hospital and wheelchair users, whilst also introducing ample benches for rest areas and also outdoor calisthenics and physical rehabilitation equipment.

Following the public consultation process, the scheme design has been updated and a new 2.0m wide footpath loop is proposed with 6 new outdoor calisthenics and physical rehabilitation equipment and 4 new benches in this area. New trees are also proposed to be planted to provide a high-quality outdoor space for all users to benefit from. Figure 31 illustrates the updated scheme proposal.

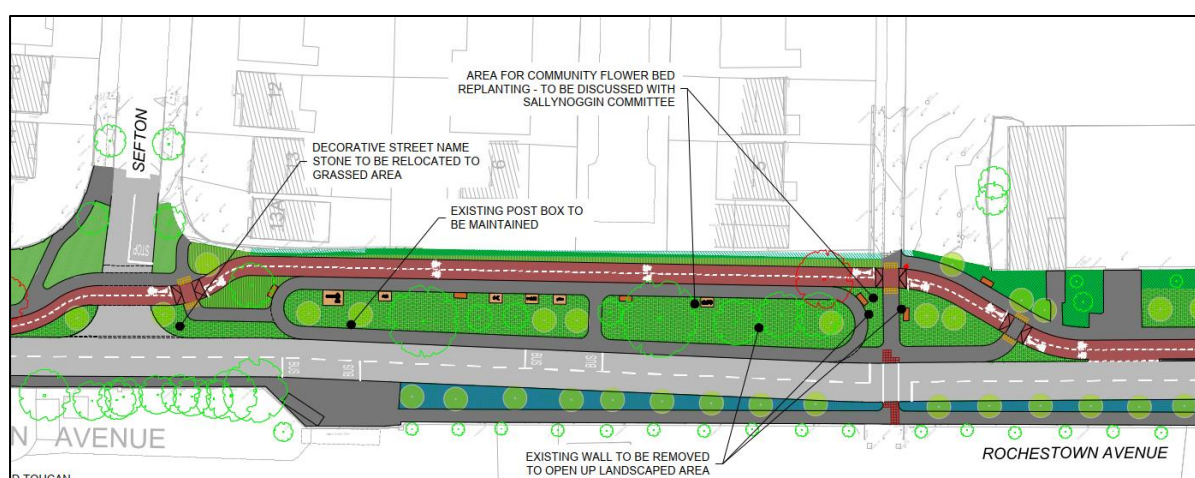


Figure 32 Proposed New Footpath Loop and Exercise Equipment opposite the NRH

10.3 Removal of Two Existing Trees near Sefton

During the public consultation the design team reviewed the proposed design of the new footpath at the Sefton junction. It was noted that the proposed footpath will pass within the immediate proximity of two existing mature trees near the Sefton estate, ultimately requiring the footpath to be constructed above the existing roots. From a review of the arborist report, both trees are showing evidence of decay. Upon review, the design team felt that given the trees were both confirmed to show evidence of decay, the proposed scheme could potentially further impact upon the two existing trees and the optimal solution would be to remove the trees and replace with new species.

Consequently the proposed scheme design has been updated to illustrate the existing two trees being omitted and new planting to be introduced, as shown in Figure 33 overleaf.

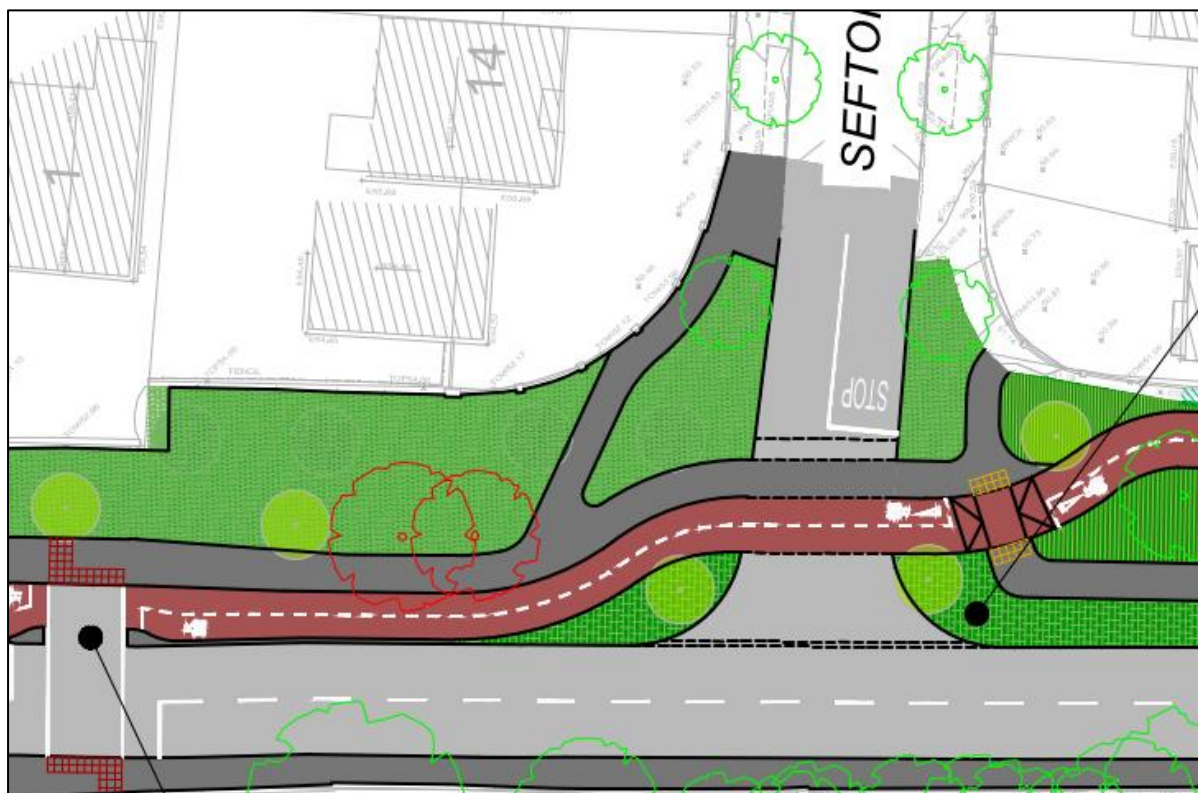


Figure 33 Updated Proposed Design at Rochestown Avenue / Sefton Junction

It should be acknowledged that proposed scheme comprises planting of 175 new trees along the scheme including 123 trees within the street scape and 52 within the park areas. The scheme will result in the removal of 11 trees, therefore the net gain of new trees will be 163 trees.

11. Recommendation

The proposed scheme is consistent with the provisions for the Dun Laoghaire Rathdown County Development Plan 2022 – 2028 and with the proper planning and sustainable development of the area. In accordance with the legislation, it is proposed that the development will be carried out as recommended in this Chief Executives Report, unless the Council, by resolution, decided to vary or modify the development otherwise than as recommended or decided not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development subject to the following conditions:

- The proposed changes to the scheme as outlined in Section 10.1, 10.2 and 10.3 above; and
- To any such minor or immaterial alterations to the plans and particulars of the development



Paul Kennedy, Director of Infrastructure & Climate Change

Appendix A Submissions Received

Adam	Alan	Alan Conroy	Aidan McGrath
Ailbhe Duffy	Aisling Fallon...	Alice Swift	Alexandra Browne
Albert Power	Aisling Carmody	Anna	Ann Devitt
Anne Deegan	Anne O'Leary	Aoife Caffrey	Becca
Bernard Crampton	Briege George	Brion Sweeney	Brendan Donohoe
Brendan O'Riordan	Brian Connolly	Brian McKeever	Cian McKenna
Cian Taylor	Ciaran Downes	Clare Corby	Clare Grenan
Clara Clark	Colin	Colin fuller	Colin Pitrat
Conor Cronin	Conor Doherty	Conor Hanney	Conor Hurley
Conor Molloy	Damien Dunne...	Darragh Rogan	Darach McEvoy
Darren Keane	David Browne	David Foley	David Healy
David Mahon	David O'Mahony	Denise Wyer	Derek Alexander
Diarmuid Meldon	Duncan sheppard	Ed Mc Goohan	Eimear Byrne
Elaine	Emer and Mary...	Emerald Tower	Eoin Ahern
Eoin Brennan	Fergal Mulloy	Francis van	Gareth Bennett
Gareth Little	Gary Power	Gerry Coleman	Gerard McConnell
Gerard Molloy	Geri Piggott	Greg Kirker	Greg McLoughlin
Hannah	Hannah Gibson	Heather Williamson	Heidi
Hilco Hakman	Hugo & Mary...	Ian	Ian Martin
Ivan	James	James Hedderman	Jan Osterkamp
Jason Cullen	Jean Taylor	Jennifer O Dwyer	John Brady
John Brandon	John Browne	John Murphy	Jonathan Kirwan
Joshua Hall	Julian Swift	Julie Murphy	Karen Mcgeough
Karina Carroll	Karl MacGinty	Karl Toomey	Kate Ruddock
Kathleen	Kieron McGovern	Laura Kirwan	Laura Walsh
Liam Walsh	Lorcain Cameron	Louise Gartland	Maire Darey
Maire MhicShamhráin	Margaret Swan	Mark Boggins	Mark Doran
Mark George	Mark Hargaden	Mark Langton	Mark Riordan
Mathew Kidwell	Matthew Twomey	Michael Byrne	Miten Shah
Molly O' Neill	Niamh Lawlor	Niamh L'Estrange	Nick Hampson
Nicola Burke	Nicola de Bruin	Noirin Ni Laoi	Oonagh Peters
Orla	Orna	Patricia Murphy	Patricia Sheehy...
Paddy Benson	Pamela Hughes	Pat Lombard	Patrick Judge
Patrick Lombard	Paul	Paul Kavanagh	Paul Mullen
Paul Price	Peter Branigan	Peter Corby	Peter McFeeley
Peter Tracey	Renee Summers	Richard Cremins	Richard Leahy
Robert MacNicholas	Roisin Fitzgerald	Roisin Harkin	Rory Collins
Rory Tierney	Rosemary Scott	Ruth Dunne	Sadie Delaney
Sallynoggin	Sarah Clandillon	Sarah Gilmore	Sarah Jane Forsyth
Sean	Sean McGlynn	Sefton Residents...	Shane Roberts
Sharon Burrell	Sharon McDonnell	Shay Carroll	Siobhain Duggan
Siobhan Whelan	Sinéad Elliott	Stefan Hanrahan	Stephen
Stephen Burke	Stephen Keegan	Stephen Mahony	Stephen McBride

Stephen Murphy	Stephen Smythe	Steve Brennan	Steven
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Appendix B AA Screening

Rochestown Avenue Active Travel Improvements

Appropriate Assessment Screening Report

Dún Laoghaire-Rathdown County Council

Project number: 60661468

September 2023

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	8 th June 2023	Issue	SG	Shaun Grima	Associate Director
2	4 th September 2023	Issue	SG	Shaun Grima	Associate Director

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The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken in August 2022 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances. AECOM disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to AECOM's attention after the date of the Report.

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1. Introduction

1.1 Background

AECOM on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) (the 'Client') has been tasked with undertaking an Appropriate Assessment (AA) Screening in relation to the Rochestown Avenue Active Travel Improvement (hereafter referred to as the 'Proposed Scheme') in Co. Dublin. The physical extent of the Proposed Scheme is hereafter referred to as 'Site'.

The Proposed Scheme is located along approximately 2.17 km of roadway in Dún Laoghaire, encompassing:

- Rochestown Avenue; and,
- Pottery Road.

The Site is highly urbanised and is dominated by existing roads and buildings. The Proposed Scheme is located along an existing road in Dún Laoghaire and is surrounded by a mosaic of habitats typical of the urban environment, including buildings and artificial surfaces, and areas of open space with amenity grassland and scattered trees.

This AA Screening Report considers the potential effects of the Proposed Scheme on European sites, which include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). It serves to 'screen' for likely significant effects on European sites from the Proposed Scheme, either alone or in combination with other plans or projects, and in view of best scientific knowledge.

1.2 Description of the Proposed Scheme

The Proposed Scheme is proposing to improve the current facilities along this busy cycling and walking route to provide an enhanced environment to cater for the increasing cycling and walking demand, and to provide improved connections to other key cycling routes. This will be achieved by providing a new cycle track along the above sections of existing road, and other improvements such as cycle protected junctions. The Proposed Scheme will also incorporate lighting along a new path in Pearse Park and may also incorporate lighting along the new footpaths, although no specific lighting design is available at the time of writing. The extent and layout of the Proposed Scheme is shown on figures provided in Appendix A.

The Proposals will introduce a new footpath on the southern side of Rochestown Avenue. Approximately 800 m of new pedestrian infrastructure will be introduced on the southern side of Rochestown Avenue, including a new footpath connecting Pottery Road and the National Rehabilitation Hospital (NRH) (approximately 550 m) and a new footpath between NRH and Sefton (approximately 250 m). The Proposal will also comprise the upgrade of the existing signalised junctions along the Proposed Scheme route to enhance pedestrian and cycle-controlled crossings.

The Proposed Scheme ties in at its northern end with the Dún Laoghaire Central Active Travel Scheme, a recently approved Part 8 Development (2022) for high quality pedestrian and cycle infrastructure. At its southern end the Proposed Scheme will tie into the Graduate Roundabout, where existing cycle infrastructure is located along Church Road (R118).

1.3 Legislative context

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as 'the Habitats Directive', requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate SACs for habitats listed in Annex I and for species listed in Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds (more commonly known as 'the Birds Directive') provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify SPAs for rare or

vulnerable species listed in Annex I of the Birds Directive, as well as for all regularly occurring migratory species. Collectively, SACs and SPAs are known as ‘European sites’.

Under Article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site, but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to an Appropriate Assessment (AA) of its implications for the SAC / SPA in view of the site’s conservation objectives.

In the Republic of Ireland, the requirements of Article 6(3) are transposed into national law through Part XAB of the Planning and Development Act 2000 (as amended) for planning matters, and by the European Communities (Birds and Natural Habitats) Regulations 2011 in relation to other relevant approvals / consents. The legislative provisions for AA Screening for planning applications are set out in Section 177U of the Planning and Development Act 2000 (as amended).

The competent authority, which is responsible for determining decisions regarding AA is the relevant consenting body for each plan or project, which in this case is DLRCC.

1.4 Overview of the Appropriate Assessment process

The process required by Articles 6(3) and 6(4) of the Habitats Directive is stepwise and must be followed in sequence.

The first step in the sequence of tests is to establish whether an Appropriate Assessment (AA) is required. This is often referred to as ‘AA Screening’. The purpose of AA Screening is to determine, in view of best available scientific knowledge, whether a plan or project, either alone or in-combination with other plans or projects, could have likely significant effects on a European site, in view of that site’s conservation objectives.

For this purpose and as a result of case law ‘likely’ means ‘possible’. If the competent authority determines that there are no likely significant effects (including ‘in-combination’ effects from other plans or projects), then no further assessment is necessary and the plan or project can, subject to any other issues, be taken forward. If, however, the competent authority determines that there are likely significant effects, or if there is reasonable scientific doubt, then the next step in the process must be initiated and a detailed AA be undertaken.

1.5 Sources of guidance

This AA Screening report has been prepared in accordance with the European Commission (EC) guidance document Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2021). It also accords with the guidance provided in the Office of the Planning Regulator (OPR) Practice Note PN01 Appropriate Assessment Screening for Development Management (OPR, 2021), and follows the structure and approach recommended, as shown on Image 1-1 below.

Image 1-1: The AA Screening process (taken from OPR 2021)

Screening Process

Steps and matters to be considered:



In addition, the following sources of guidance have also been used when carrying out this AA Screening exercise:

- Appropriate Assessment of Plans and Projects in Ireland (DoEHLG, 2010);
- Managing Natura 2000 Sites: the provisions of Article 6 of the ‘Habitats’ Directive 92/43/EEC (EC, 2018); and,
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular Letter NPWS 1/10 & PSSP 2/10 (NPWS, 2010).

1.6 Relevant case law

A series of rulings of the Court of Justice of the European Union (CJEU) are relevant and are considered throughout this document. Some of the most important of these rulings and their implications for the AA Screening of the Proposed Scheme are summarised in Table 1-1.

Table 1-1 Case law relevant to the AA Screening of the Proposed Scheme

Case	Ruling	Relevance to the AA Screening of the Proposed Scheme
People Over Wind and Sweetman v Coillte Teoranta (C-323/17)	The ruling of the CJEU in this case requires that any conclusion of 'no likely significant effect' on a European site must be made prior to any consideration of measures to avoid or reduce harm to the European site. The determination of likely significant effects should not, in the opinion of the CJEU, constitute an attempt at detailed technical analyses. This should be conducted as part of the AA.	It is necessary to distinguish between those measures which are intended to avoid or reduce harmful effects on a European site and those elements of a plan or project that may incidentally provide some degree of mitigation, but which are intrinsic or essential parts of the plan / project itself. If it can be concluded that the Proposed Scheme will have no adverse effect on any European site, in the absence of mitigation, it will be possible to conclude 'no likely significant effects', and the need for further detailed AA will be 'screened out'.
Waddenzee (C-127/02)	The ruling in this case clarified that AA must be conducted using best scientific knowledge, and that there must be no reasonable scientific doubt in the conclusions drawn. The Waddenzee ruling also provided clarity on the definition of 'significant effect', which would be any effect from a plan or project which is likely to undermine the conservation objectives of any European site.	Adopting the precautionary principle, a 'likely' effect in this AA Screening is interpreted as one which is 'possible' and cannot be objectively ruled out. The test of significance of effects has been conducted with reference to the conservation objectives of relevant European sites.
Holoohan and Others v An Bord Pleanála (C-461/17)	The conclusions of the Court in this case were that consideration must be given during AA to: <ul style="list-style-type: none"> • effects on qualifying habitats and/or species of a SAC or SPA, even when occurring outside of the boundary of a European site, if these are relevant to the site meeting its conservation objectives; and, • effects on non-qualifying habitats and/or species on which the qualifying habitats and/or species depend and which could result in adverse effects on the integrity of the European site. 	This relates to the concept of 'functionally-linked habitat', i.e. areas outside of the boundary of a European site which supports its qualifying feature(s). In addition, consideration must be given to non-qualifying features upon which qualifying habitats and/or species rely.
T.C Briels and Others v Minister van Infrastructuur en Milieu (C-521/12)	The ruling of the CJEU in this case determined that compensatory measures cannot be used to support a conclusion of no adverse effect on site integrity.	Compensation can only be considered at the relevant stage of the assessment process and not during AA. Compensation must be delivered when AA concludes that there will be adverse effects on site integrity.
Sweetman v An Bord Pleanála (C-258/11)	The CJEU ruled that the protection afforded by the Habitats Directive applies once a Member State of the EU has notified a candidate European site. Furthermore, the court also concluded that where a plan or project will lead to the permanent loss of a priority habitat (i.e. one which is listed on Annex I of the Habitats Directive) and which is a qualifying feature of a European site, the view should be taken that such a plan or project will adversely affect the integrity of that site.	A candidate SAC / proposed SPA receives the same legal protection as a fully designated site and must be treated as such by AA. The loss of even a very small area of priority habitat listed on Annex I of the Habitats Directive, where such habitat is a qualifying feature of an SAC, will almost certainly be considered to result in adverse effects on the integrity of that site.

1.7 Purpose of this Report

Whilst the various steps involved in the AA process must be carried out by a competent authority, under Section 177U(3) of the Planning and Development Act 2000 (as amended), project proponents or their consultants may undertake a form of screening to establish if an AA is required and provide advice, or may submit the information necessary to allow the competent authority to conduct a screening of an application for consent. Specifically, Section 177U(3) states that *“in carrying out a screening for appropriate assessment of a Proposed Scheme a competent authority may request such information from the applicant as it may consider necessary to enable it to carry out that screening, and may consult with such persons as it considers appropriate...”*.

This AA Screening report therefore serves to provide AECOM's opinion on the requirement for further AA, and to provide the information needed by DLRCC as the competent authority for the Proposed Scheme responsible for determining decisions regarding AA.

2. Methodology

2.1 Data sources

A desk-based study was carried out to establish the baseline conditions relevant to the Proposed Scheme. The following resources were analysed to inform the baseline description of the Site and surrounding environment:

- Environmental Protection Agency (EPA) maps website (<https://gis.epa.ie/EPAMaps/>) (accessed August 2022);
- National Parks and Wildlife Service (NPWS) Protected Sites in Ireland website (<https://www.npws.ie/protected-sites>) (accessed August 2022);
- Google Maps website (<https://maps.google.com/>) (accessed August 2022);
- The Status of European Union (EU) Protected Habitats and Species in Ireland (Article 17 Report) (<https://www.npws.ie/publications/article-17-reports/article-17-reports-2019>) (accessed August 2022); and,
- Results of an ecological walkover survey which was carried out for the Proposed Scheme on 04 August 2022 to identify habitats, protected and notable species and any invasive non-native species located within the Site and 50 m buffer either side of the Site.

2.2 Establishing the zone of influence

When seeking to identify relevant European sites, consideration was given to identified impact pathways and the source-pathway-receptor approach (see OPR (2021)), rather than adopting a purely 'zones'-based approach. The source-pathway-receptor approach is a standard tool in environmental assessment. In order for an effect to occur, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism means there is no likelihood for an effect to occur. Furthermore, even where an impact is predicted to occur, it may not result in significant effects.

Department of the Environment, Heritage and Local Government guidance (DoEHLG, 2010) states that European sites with the potential to be affected by a plan or project should be identified taking into consideration the potential for direct, indirect and/or cumulative (in-combination) effects. It also states that the specific approach in each case is likely to differ depending on the scale and likely effects of the plan or project. However, it advises that the following sites should generally be included:

- all European sites within or immediately adjacent to the plan or project area;
- all European sites within the likely 'zone of impact' of the plan or project; and,
- adopting the Precautionary Principle (UNESCO, 2005), all European sites for which there is doubt as to whether or not such sites might be significantly affected.

The likely zone of impact (also referred to as the likely 'zone of influence' (Zol)) of a plan or project is the geographic extent over which significant ecological effects are likely to occur. In the case of projects, the DoEHLG guidance acknowledges that the zone of influence must be devised on a case-by-case basis with reference to the following criteria: the nature, size / scale and location of the project, sensitivity of ecological features under consideration and cumulative effects. Consideration has therefore been given primarily to identified impact pathways and the source-pathway-receptor approach, rather than adopting an arbitrary 'zones' approach (e.g. 15 km from the Site).

The process of determining which (if any) European sites are within the Zol of the Proposed Scheme is a progressive process that effectively 'screens in' European sites if they considered to within the Zol of a particular effect. This has been carried out for each source type in a tabular manner in the initial part of the screening assessment, in Section 4 below.

2.3 In-combination assessment

Effects which arise in-combination with other projects or plans must be considered as part of AA Screening. In accordance with OPR guidance (2021), the assessment of in-combination effects must examine:

- completed projects;
- projects which are approved but not completed;
- proposed projects (i.e. for which an application for approval or consent has been made, including refusals subject to appeal and not yet determined);
- proposals in adopted plans; and
- proposals in finalised draft plans formally published or submitted for consultation or adoption.

The National Planning Application Map Viewer was consulted for relevant planning applications and projects in the vicinity of the Site which may act in combination with the Proposed Scheme.

3. Site and ecological baseline conditions

3.1 Terrestrial habitats

The Site lies entirely within built-up land comprising approximately 2.17 km of roadway in Dún Laoghaire, encompassing Rochestown Avenue and Pottery Road (Fossitt BL3). Habitats surrounding the Site are typical of the urban environment, and include areas of open space, such as Pearse Park to the north of the Site. Pearse Park has a mix of scattered trees and parkland (WD5), mixed broadleaved woodland (WD1) and amenity grassland (improved) (GA2) on its grounds. Mixed broadleaved (WD1) and coniferous woodland (WD3) parcels are present elsewhere in the area surrounding the route of the Proposed Scheme, and are typically uniform in age, indicative of planting, with limited understorey and ground flora. Hedgerows (WL1) are found throughout the surrounding area, and typically form the curtilages of residential and commercial premises. Tree lines (WL2) are frequently present, comprising lines of planted street trees, parkland trees, or bordering residential dwellings. Other habitats present in the area surrounding the Site include exposed sand and gravel (ED1), flower beds and borders (BC4), recolonising bare ground (ED3), improved agricultural grassland (GA1), scrub (WS1) and ornamental shrubs (WS3). No protected or notable species of plant were noted during the survey. There are no Annex I habitats present. However, the areas of amenity grass such as the small section of Pearse Park located within the Site contains suitable feeding and roosting habitats for SCI birds.

3.2 Water environment

A review of the EPA interactive mapper for water quality data from 2013-2018 indicated that there are no waterbodies crossed by or immediately adjacent to the Proposed Scheme. The closest waterbody to the Proposed Scheme is the Kill-O-The-Grange Stream which is located more than 250 m south-west of the Site.

4. Appropriate Assessment Screening

4.1 Screening exercise

Table 4-1 below initially considered all possible impact source types and their relevance to the Proposed Scheme. Where potential applicable impact sources are identified, it then considered whether a pathway for an effect on European sites exists and the nature of any effect (if any) on relevant receptors (comprising Qualifying Interests (QI), Special Conservation Interests (SCI) or the ecological features/processes supporting them for which an impact pathway exists). This establishes the Zol of the Proposed Scheme for each impact source, and any European sites (if any) within the Zol are stated.

All stages of the Proposed Scheme have been considered. In this case, the construction and operational stages are relevant, but there is no expectation of a decommissioning stage which has therefore been excluded.

Table 4-1: Consideration of all impact sources, pathways, effects and resulting European sites within the potential Zol

Impact source	Applicability to Proposed Scheme	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential Zol
Construction phase				
Direct loss of qualifying or supporting habitat(s)	None. The Proposed Scheme is not within or adjacent to European sites, and is confined to existing roads which do not constitute functionally-linked or supporting habitat for any SCI/QI species.	None	None.	None.
Waterborne pollution of qualifying or supporting habitat(s) or species.	Construction could produce pollution that could theoretically enter the water environment, although such pollution would not be major given the minor nature of the works in an urban area.	The Site is in a serviced urban area and construction pollution would likely be captured and managed by the existing drainage system. The closest open waterbody to the Site (Kill-O-The-Grange Stream) is more than 250 m to the south-west. Therefore the likelihood that pollution from the minor required works would reach this stream is very low, and although the stream discharges to Dublin Bay, it is culverted and there are intervening buildings/gardens etc. between the Site and the stream. Therefore the likelihood that pollution from the minor required works would reach this stream is very low. Moreover this stream does not discharge into a European site directly but via non-designated open sea.	None. The minor works required for the Proposed Scheme would not produce major pollution. In the unlikely event that pollution occurred, it would be minor and would be captured and managed by the existing urban drainage system, and in the extremely unlikely event that it should reach the nearest watercourses the great degree of dilution at the sea combined with the insignificant nature of any construction pollution from such minor works indicates that there would be no effect.	None.
Airborne pollution of qualifying or supporting habitat(s) or species.	Construction would involve plant machinery/equipment therefore construction vehicle emissions would occur and dust generation is possible (although slight owing to the minor nature of the works).	No pathway. The closest European sites to the Site (South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC) are over 1.7 km to the north, with an intervening highly urban area. Construction-generated dust and vehicular emissions would be minimal for the minor works required, and owing to dispersal would be insignificant at European sites with this degree of separation or greater.	None.	None.
Hydrological changes (to surface waters or groundwater)	None. Construction does not require significant earthworks and will not abstract water, therefore there will be no effect on groundwater at European sites.	None. Further to the comments to the left, the nearest European sites comprise either marine habitat which is not vulnerable to terrestrial hydrological changes, or distant coastal areas with	None.	None.

Impact source	Applicability to Proposed Scheme	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential Zol
		intervening sea and/or large urban areas such that hydrological changes would not be possible.		
Changes to coastal processes	None. The Proposed Scheme is not located at the coast and provides no mechanism by which coastal processes could be distantly affected.	None.	None.	None.
Disturbance of SCI/QI or supporting species (e.g. visually or by noise, vibration or artificial light)	Disturbance of SCI birds is theoretically possible by the construction works.	The Site is not in a European site and does not constitute functionally-linked / supporting habitat for SCI / QI species, which would not occur there. The closest relevant European site (South Dublin Bay and River Tolka Estuary SPA) is more than 1.7 km to the north, beyond possible disturbance for SCI birds – the Proposed Scheme will involve minor works only, whereas even ‘high level’ disturbance (very noisy construction activities) is only likely to result in ‘low level’ disturbance beyond 500 m (Cutts <i>et al.</i> , 2013). However, parks within the Site could constitute functionally-linked habitat for SCI birds such as light-bellied Brent goose <i>Branta bernicla</i> hrota.	None. The small area of amenity grassland at Pearse Park and beside Sefton Road could theoretically be used by SCI birds. However, given that a) the works for this Proposed Scheme will be minor, b) these roads are in-land and within a highly urbanised town (Dún Laoghaire) thus are subject to existing disturbance, and c) the amenity grasslands mentioned above would also experience a high degree of disturbance by people so SCI birds would most likely not occur near the Site, and if they did, they would be already habituated to significant disturbance. There are also many alternative larger and likely less disturbed parks in the area. Therefore no effect is considered possible.	None.
Injury or mortality of QI/SCI or supporting species	None. The site is confined to existing roads in a heavily built-up area which does not constitute functionally-linked habitat for SCI/QI or supporting species, therefore they will not occur at the Site and will not be injured.	None.	None.	None.
Barriers to or displacement of QI/SCI or supporting species	None. The Site does not affect waterbodies directly and provides no mechanism for affecting fish movements distantly, thus cannot affect fish migration. Neither does the Proposed Scheme provide any mechanism for affecting migration of other taxa such as birds.	None.	None.	None.

Impact source	Applicability to Proposed Scheme	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential Zol
Changes to predator-prey dynamics	None. The Proposed Scheme provides no mechanism for affecting predator-prey dynamics (such as facilitated predation).	None.	None.	None
Spread of invasive non-native species	Tenuously applicable. The Site is on existing well-maintained busy roads/paths in Dún Laoghaire which contain non-scheduled, invasive non-native species including butterfly bush (medium impact invasive) and winter heliotrope (low impact invasive).	None are realistic. The closest waterbody to the Site (Kill-O-The-Grange Stream) is more than 250 m to the south-west. north of the Proposed Scheme, therefore no spread of invasives by water is likely. The nearest European sites are all marine and not vulnerable to terrestrial invasive species. It is improbable that construction plant/vehicles would drive into terrestrial European sites at greater distances, and therefore improbable that invasives could be spread to them. Therefore no realistic pathway is considered to exist.	None.	None.
Operational phase				
Waterborne pollution of qualifying or supporting habitat(s) or species.	None. The Proposed Scheme does not change baseline operational drainage or water treatment.	None.	None.	None.
Airborne pollution of qualifying or supporting habitat(s) or species.	The Proposed Scheme could slightly change operational vehicular emissions.	None. The Proposed Scheme could cause a reduction in vehicular emissions (it improves sustainable transport) but any such change would not be sufficient to be detectable at European sites, given the separation distances (minimum 1.7 km) and overall vehicular emissions from the wider nearby urban area (including Dublin). The nearer European sites are also marine and not vulnerable to such emissions.	None.	None.
Hydrological changes (to surface waters or groundwater)	None. The Proposed Scheme is an urban road improvement providing no mechanism for affecting groundwater levels or hydrology of surface water during operation.	None.	None.	None.

Impact source	Applicability to Proposed Scheme	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential Zol
Changes to coastal processes	None. The Proposed Scheme is an urban road improvement not located at the coast and providing no mechanism by which coastal processes could be distantly affected.	None.	None.	None.
Disturbance of SCI/QI or supporting species (e.g. visually or by noise, vibration or artificial light)	European sites are too distant to be subject to disturbance (more than 1.7 km from the nearest European site), and the Site does not constitute as functionally-linked habitat that might be used by SCI birds. The Proposed Scheme will not result in significant change to the current baseline traffic / human disturbance within the Site. However, disturbance of SCI birds is theoretically possible by new operational phase lighting.	Parks within and adjacent to the Site (e.g. Pearse Park) could constitute functionally-linked habitat for SCI birds such as light-bellied Brent goose <i>Branta bernicla hrota</i> .	None. The small area of amenity grassland at Pearse Park and beside Sefton Road could theoretically be used by SCI birds. New lighting will be installed along a new path in Pearse Park and may be installed elsewhere within the Proposed Scheme. However, given that street lighting is already present throughout the Site, including along the existing lane in Pearse Park, any SCI birds would already be habituated to lighting. There are also many alternative parks in the area. Therefore no effect is considered possible.	None.
Injury or mortality of QI/SCI or supporting species	None. As noted above, the Proposed Scheme involves minor alterations to existing roads which do not constitute functionally-linked habitat for QI/SCI or supporting species, therefore they will not occur at the Site and cannot not be injured.	None.	None.	None.
Barriers to or displacement of QI/SCI or supporting species	None. The Proposed Scheme provides no mechanism for affecting migratory or other movements during operation.	None.	None.	None.
Changes to predator-prey dynamics	None. The Proposed Scheme is an urban road improvement providing no mechanism for affecting predator-prey dynamics (such as facilitated predation).	None.	None.	None.
Spread of invasive non-native species	None. Operation of the Proposed Scheme provides no mechanism for spread of invasive non-native species.	None.	None.	None.

Impact source	Applicability to Proposed Scheme	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential Zol
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* Receptors here means any Qualifying Interest(s) of SAC(s) or Special Conservation Interest(s) of SPA(s) or any other ecological features which support QI/SCI.

4.2 Consultation

Consultation during planning will be made with the relevant statutory agencies. No consultation has been made to date.

4.3 Test of likely significant effects

As set out in Table 4-1, for almost all impact sources potentially arising from both the construction and operational phases, there is no applicability to the Proposed Scheme or no pathway for an effect to be caused on any European sites, largely because the Proposed Scheme involves minor road improvements of existing busy roads within a heavily built-up area.

In the unlikely event that pollution during construction occurred the possible impact would be very minor owing to the limited nature of the works, and any water pollution would be subsequently managed by the existing urban drainage system. There is a very low risk of construction pollution reaching the nearest watercourse (Kill-O-The-Grange Stream), which is indirectly linked more than 250 m south-west of the Site, given the distance and intervening habitats. However, on the very unlikely basis that pollution should enter Kill-O-Grange Stream which is hydrologically linked to European sites (South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC), there is no potential for an adverse effect, significant or otherwise, given the marine environment and the large degree of dilution by emerging major rivers, tidal flushing and the volume of sea itself, combined with the minor nature of any such pollution (considering the minor nature of the works).

For disturbance of SCI/QI species, it is noted in Table 4-1 that parks such as Pearse Park within the Site could be used as functionally-linked habitat by SCI birds such as light-bellied Brent geese. However, given that, a) the Proposed Scheme involves only minor works to existing roads, b) the roads concerned are in central Dún Laoghaire where there is existing disturbance, and c) the amenity grasslands mentioned above would also experience a high degree of disturbance by people. SCI birds would most likely not occur near the Site, and if they did, they would be already habituated to significant disturbance and there are many alternative larger and likely less disturbed parks in the area. Therefore no effect is considered possible on SCI birds.

Consequently, it is concluded that there will be no effects of any kind on European sites as a result of the Proposed Scheme.

4.4 In-combination effects

Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location (CIEEM, 2022). As discussed at Section 4.3, there is potential for very small, but insignificant effects to South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC during construction of the Proposed Scheme as a result of pollution and disturbance of SCI/QI species within functionally-linked habitat. The potential for in-combination effects with nearby plans and projects has been considered, particularly the Dún Laoghaire Central Active Travel Scheme which ties into the Proposed Scheme at its northern end. An AA Screening was completed for the Dún Laoghaire Central Active Travel Scheme, which concluded for the same reasons, i.e., the minor nature of the project, combined with its location within an already disturbed urban environment, that there was no possibility for an adverse effect including in-combination with other plans or projects. It can therefore be concluded that there is no possibility for the Proposed Scheme to act in-combination with the Dún Laoghaire Central Active Travel Scheme.

Consequently, it is concluded that there will be no effects on European sites from the Proposed Scheme in-combination with any other plans or projects.

5. Screening statement and conclusion

The assessment has concluded that there are no likely significant effects predicted from the Proposed Scheme on any European sites, SCI/QI species or supporting habitat.

Furthermore, the in-combination assessment also concludes that there are no likely effects at all predicted when considering the Proposed Scheme in combination with other projects or plans.

Therefore, in view of best scientific knowledge and on the basis of objective information, it is concluded that the Proposed Scheme, whether individually or in-combination with other plans or projects, beyond reasonable scientific doubt is not likely to have significant effects on any European site. Therefore, there is no requirement to proceed to the next step of Appropriate Assessment and, subject to other requirements, the Proposed Scheme can be authorised.

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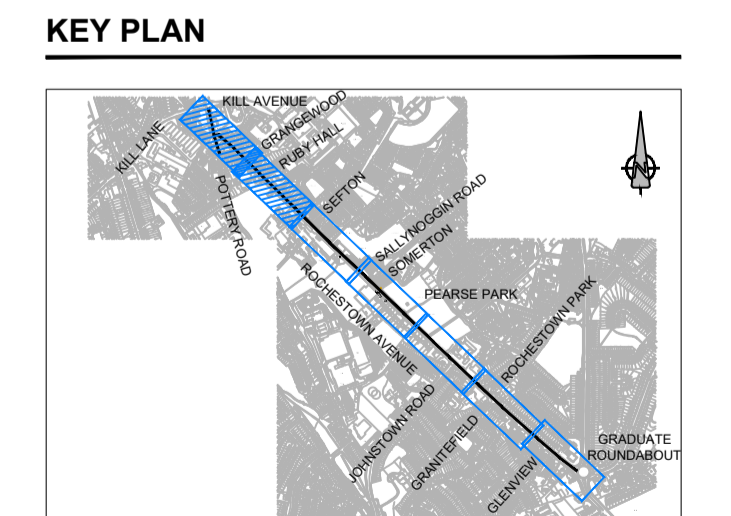
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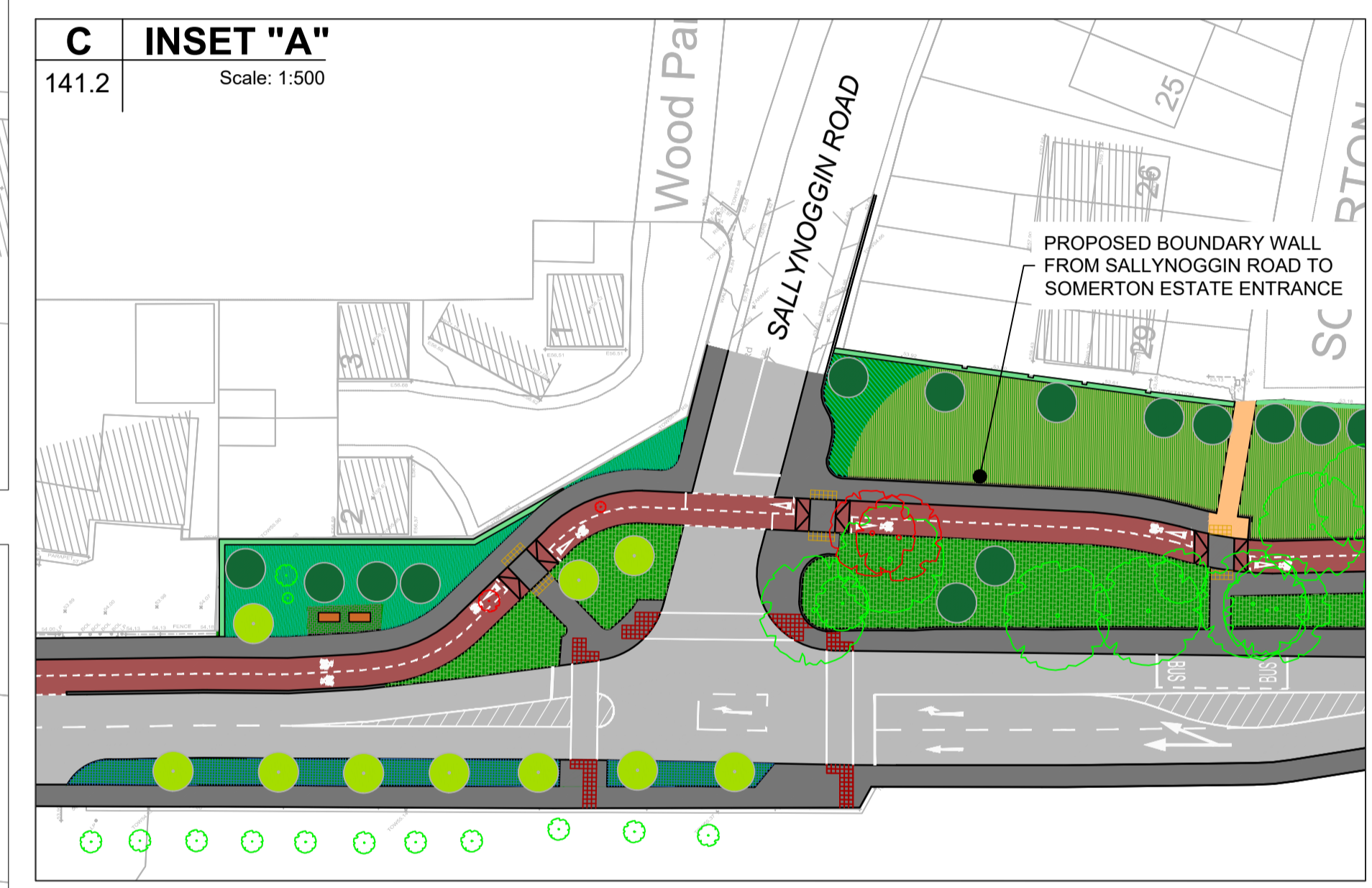
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LEGEND IN PROGRESS

EXISTING TREES RETAINED	TIMBER POST AND RAIL FENCE
EXISTING TREE TO BE REMOVED	BOLLARD
PROPOSED STREET TREE	PARK WAYFINDING SIGN
PROPOSED NATIVE PARK TREE	BENCH SEATING
PROPOSED NATIVE HEDGE	SEAT WALL
PROPOSED GROUND COVER PLANTING	TIMBER BALANCING BEAMS
PROPOSED SUD'S WILDFLOWER PLANTING MIX	TIMBER STEPPING POSTS
PROPOSED WILDFLOWER MEADOW	TIMBER LOG PYRAMID
PROPOSED ORNAMENTAL SHRUB PLANTING	GRASS PLAY MOUNDS
GRASS-EXISTING MAINTAINED/PROPOSED SEED	FEATURE PAVING CONCRETE BLOCK PAVING 200MM X 100MM (GRAY)
PARK ENTRANCE PRE-CAST CONCRETE PAVING 200MM X 100MM (YELLOW)	CALLISTHENICS AND PHYSICAL REHABILITATION EQUIPMENT



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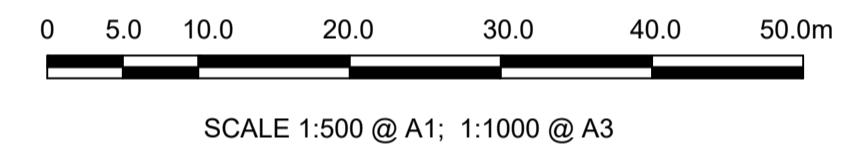


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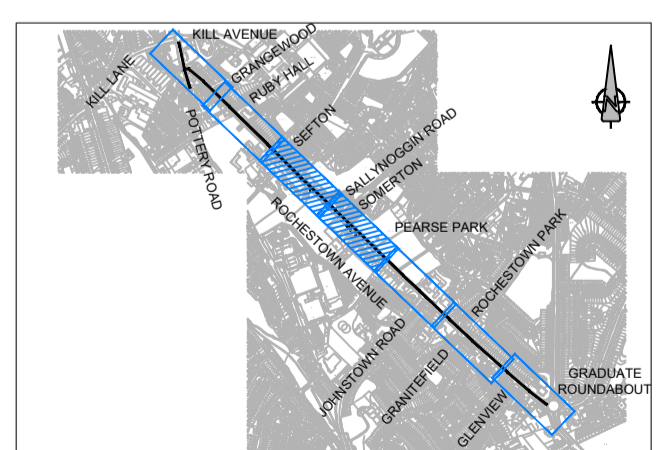
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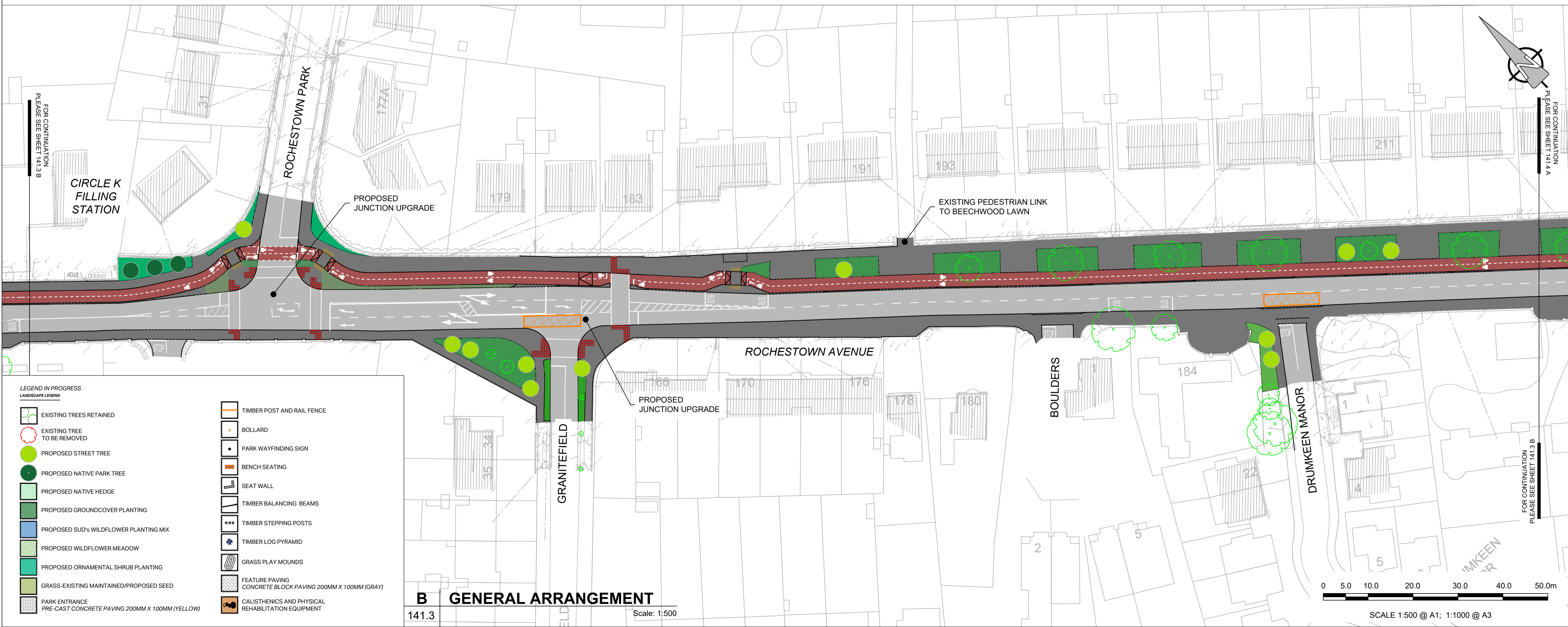
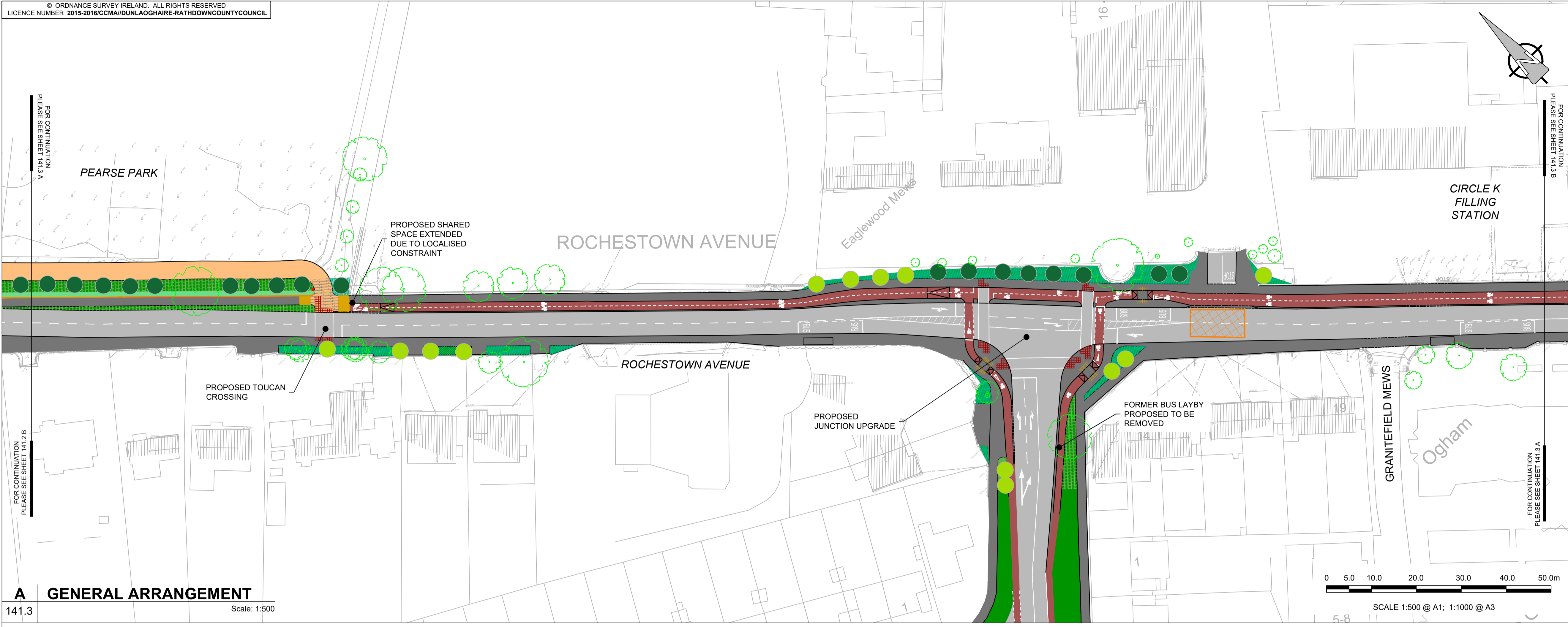
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EXISTING TREE TO BE REMOVED	BOLLARD
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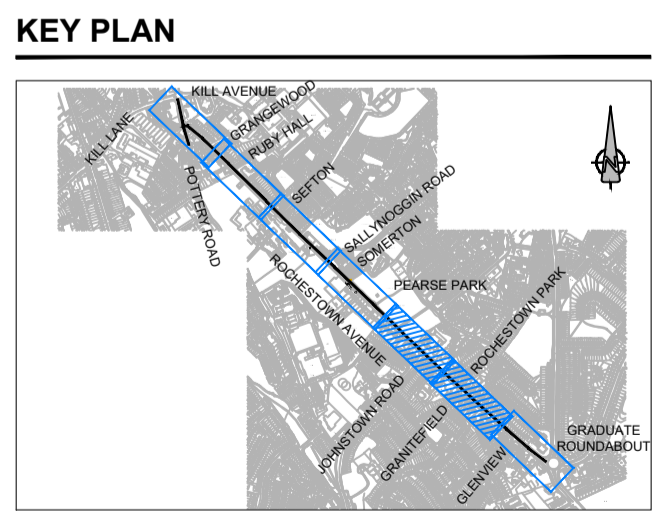
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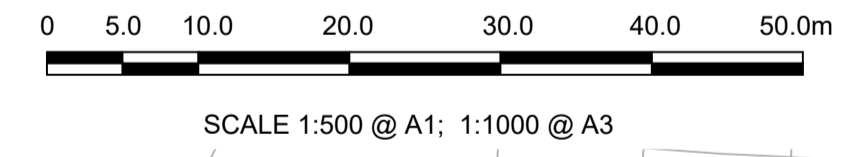
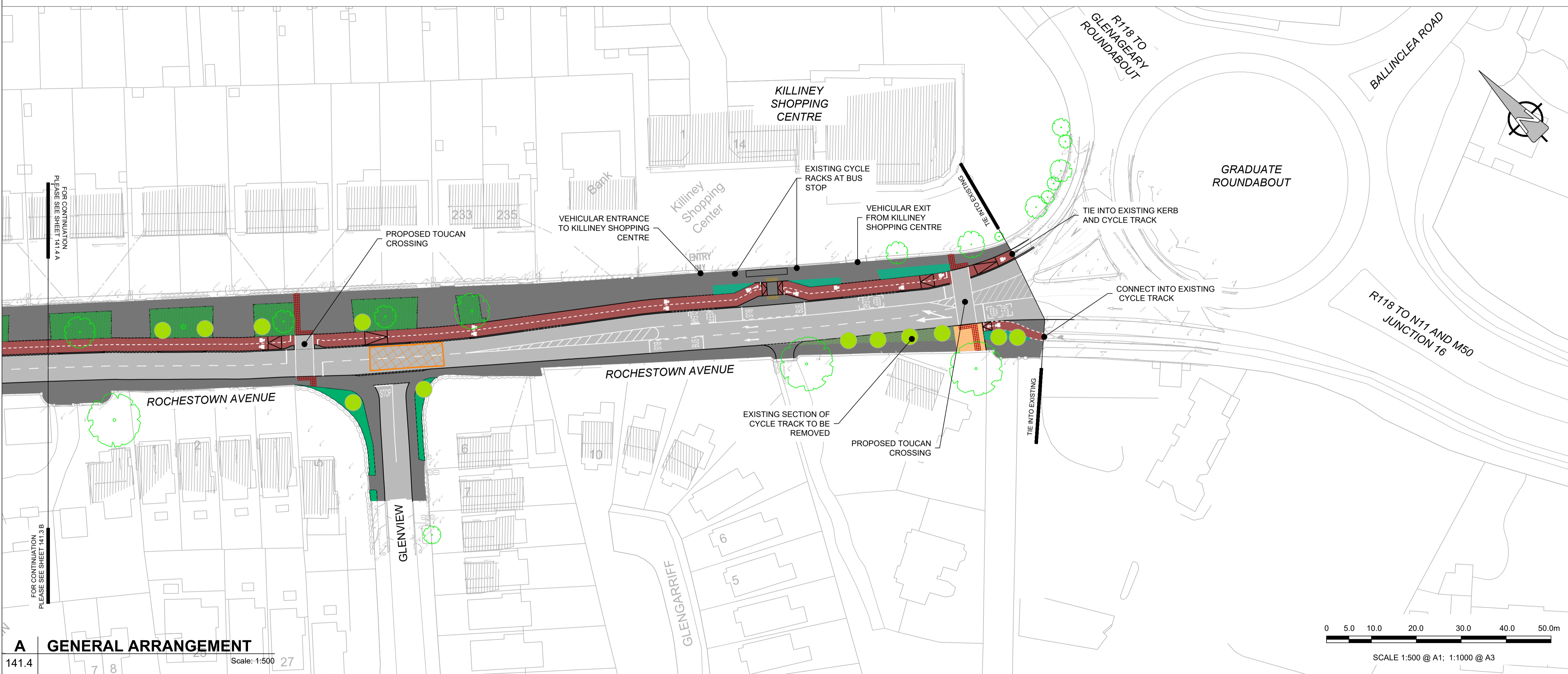


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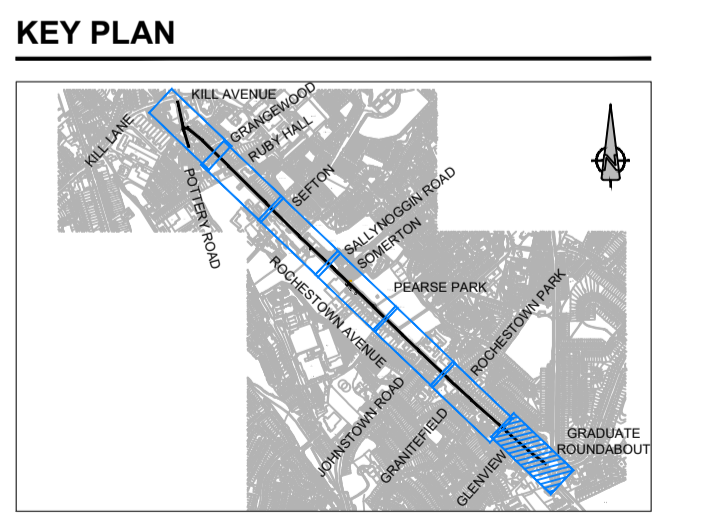
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	PROPOSED STREET TREE		PARK WAYFINDING SIGN
	PROPOSED NATIVE PARK TREE		BENCH SEATING
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Appendix C EIA Screening

Rochestown Avenue Active Travel Scheme

Report to Information EIA Screening Determination

Dún Laoghaire-Rathdown County Council

Project number: 60661468

September 2023

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	6 th June 2023	Draft Issue	SG	Shaun Grima	Associate Director
2	4 th September 2023	Issue	SG	Shaun Grima	Associate Director

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1. Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared by AECOM Ireland Limited (AECOM) on behalf of Dún Laoghaire–Rathdown County Council (DLRCC) (hereafter referred to as the ‘Applicant’) for the proposed Rochestown Avenue Active Travel Improvement Scheme (hereafter referred to as the ‘Proposed Development’). The Applicant is seeking to upgrade the pedestrian and cycling infrastructure from the junction between Rochestown Avenue and Kill Avenue to the existing layout at the Graduate Roundabout, in Dún Laoghaire, County Dublin.

This report to inform the EIA Screening Determination looks to identify if the Proposed Development should be subject to an EIA as required under Directive 2014/52/EU (the “EIA Directive”) and will consider 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).

This report sets out:

- An overview of the Proposed Development;
- A description of the EIA screening process;
- The Proposed Development’s potential to interact with the environment during the construction and operational phases; and
- A summary of the findings and recommendations.

2. Legislation and Guidance

Environmental Impact Assessment

EIA requirements derive from Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU (hereafter referred to as the EIA Directive). The introduction of the EIA Directive improved the level of environmental protection and pays greater attention to emerging threats and challenges such as resource efficiency, climate change, and disaster prevention. It provides overarching information on EIA which was then transposed into national legislation.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The aforementioned regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended).

The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended); provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether an EIA is required. Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when identifying any potential likely significant impacts of a project. Developments and as such the Proposed Development should be assessed under the Planning and Development Act 2000 (as amended) and the Roads Act 1993 (as amended).

The EIA screening undertaken was also cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA) '*Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*' (EPA, 2022);
- European Commission's (EC)'s '*Environmental Impact Assessment of Projects: Guidance on Screening*' (EC, 2017).;
- '*Guidance for Consent Authorities regarding Sub-threshold Development*' (Department of Housing, Local Government and Heritage (DHLGH), 2020); and
- '*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*' (DHLGH, 2018).

Additionally, the screening process was aided using the checklists contained in the European Commission's (EC)'s '*Environmental Impact Assessment of Projects: Guidance on Screening*' (EC, 2017), in particular the '*Screening Checklist*' and the '*Checklist of Criteria for Evaluating the Significance of Environmental Impacts*'. The screening checklist completed for the Proposed Development is contained in Appendix A to this report.

Appropriate Assessment

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as 'the Habitats Directive', requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate Special Areas of Conservation (SACs) for habitats listed on Annex I and for species listed on Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds (more commonly known as 'the Birds Directive') provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify Special Protection Areas (SPAs) for rare or vulnerable species listed on Annex I of the Directive, as well as for all regularly occurring migratory species. The complete network of European sites is referred to as 'Natura 2000'.

Under article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to an 'Appropriate Assessment' (AA) of its implications for the SAC/SPA and its nature conservation objectives.

In Ireland, the requirements of Article 6(3) are transposed into national law by Part 5 of the European Communities (Birds and Natural Habitats Regulations) 2011 (S.I. No. 477 of 2011) (more commonly referred to as the 'Habitats Regulations') and Part XAB of the Planning and Development Act 2000 (as amended).

AECOM prepared an AA screening for the Proposed Development in October 2022. The report determined that there is no possibility of likely significant effects from the Proposed Development on any European site in isolation, Special Conservation Interest (SCI)/Qualifying Interests (QI) species or supporting habitat. Furthermore, the in-combination assessment concluded that there is no potential for in-combination effects to arise with any other projects or plans. As a result, any likely significant effects that the Proposed Development may have on European sites can be excluded and thus the Proposed Development did not progress to the next stage of AA.

3. Proposed Development Overview

The Proposed Development is located on Rochestown Avenue in Dún Laoghaire, County Dublin (hereafter referred to as “the Site”), approximately 12 kilometres (km) south-west of Dublin city centre. The area surrounding the Proposed Development is predominantly used for residential purposes, with green spaces, a hospital, and existing businesses and other areas designated for economic development also occurring, as per the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP). The location of the Proposed Development is shown in Figure 3-1.

The Proposed Development is approximately 2.2 km in length and seeks to implement a 3.0 metre (m) wide two-way cycle track running on the northern side of Rochestown Avenue, with footpaths on both the northern and southern sides of the road. The Proposed Development ties in with the proposed DLRCC Central Active Travel Scheme at the western end at the junction between Rochestown Avenue and Kill Avenue, and at the eastern end with the existing layout at the Graduate Roundabout. A road re-alignment is proposed at the National Rehabilitation Hospital in order to move the cycle track adjacent to the roadway at this section. The existing left turn slip lane westbound from Rochestown Avenue onto Pottery Road will be removed and a signalised 3-arm junction will be implemented at this location. Landscaping will be provided along the route of the Proposed Development. Four new pedestrian crossings will be provided at the locations listed below:

- Entrance to Grangewood;
- Entrance to Pearse Park;
- Eastern end of Pearse Park; and
- Entrance to Glenview.

Three existing crossings will be upgraded with pedestrian crossings at all arms:

- Pottery Road / Rochestown Avenue
- Sallynoggin Road Junction;
- Johnstown Road Junction; and
- Rochestown Park Junction.



Figure 3-1 Proposed Development Site Location

4. EIA Screening Methodology

Introduction

This section of the report outlines the process for ‘screening’ in order to decide whether the Proposed Development should be subject to an EIA.

Ascertaining whether the Proposed Development requires an EIA is determined by reference to provisions set out in the Roads Act 1993 (as amended) and the Planning and Development Regulations 2001 (as amended).

Under the Roads Act 1993 (as amended) a ‘road’ is defined to include:

- a) *any street, lane, footpath, square, court, alley or passage,*
- b) *any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*
- c) *any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and*
- d) *any other structure or thing forming part of the road and—*
 - i. *necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or*
 - ii. *prescribed by the Minister;*

Additionally, a ‘Cycleway’ is referred to in Section 68 of the Roads Act 1993 (as amended) as follows:

- (1) *In this section “cycleway” means a public road or proposed public road reserved for the exclusive use of pedal cyclists or pedal cyclists and pedestrians.*
 - a. *A road authority may construct (or otherwise provide) and maintain a cycleway.*
 - b. *Where a road authority constructs or otherwise provides a cycleway it shall by order declare, either—*
 - i. *the cycleway is for the exclusive use of pedal cyclists, or*
 - ii. *that the cycleway is for the exclusive use of pedal cyclists and pedestrians.*
 - c. *Any person who uses a cycleway in contravention of an order under paragraph (b) shall be guilty of an offence.*

Screening Methodology

Mandatory EIA

The EIA screening methodology undertaken was as follows:

- The initial step is to identify if the Proposed Development is listed within Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended). Schedule 5, Part 1 lists projects that require a mandatory EIA. Part 2 of Schedule 5 sets out specified limits for proposed developments for which a mandatory EIA is required should a proposed development exceed the specified limits;
- The initial step also involves checking the Proposed Development against the requirements as laid out by the Roads Act 1993 (as amended) which require a mandatory EIA; and
- Should the Proposed Development not exceed any of the thresholds outlined in in the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) for the mandatory requirement to prepare an EIA, the Proposed Development would then be assessed on a case-by-case basis to determine whether or not the Proposed Development is likely to have any significant impacts on the existing environment. This takes into consideration Schedule 7 of the Planning and Development

Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) which draws upon the requirements of Annex III of the EIA directive.

This screening was undertaken in line with Section 3.2 of the EPA's '*Guidelines on the Information to be contained in Environmental Impact Assessment Report*' (EPA, 2022). The assessment also takes into consideration the DHLGH's '*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*' (DHLGH, 2018), and the guidance document '*Guidance for Consent Authorities regarding Sub-Threshold Development*' (DHLGH, 2020).

As per the EPA's '*Guidelines on the information to be contained in Environmental Impact Assessment Reports*', a significant effect can be defined as "*an effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment*" (EPA, 2022).

Assumptions

The EIA screening undertaken assumes the development of the Proposed Development would comply with regulatory best practice and incorporate environmental controls, such as an approved Construction Environmental Management Plan (CEMP). The CEMP would include best practice and regulatory pollution control measures such as noise, vibration, and dust controls; emergency response procedures (including emergency spill response procedures); Resource and Waste Management Plan (RWMP) (the waste hierarchy should also be considered as part of the RWMP); procedures for dealing with unexpected archaeological discoveries (where required); and health and safety provisions. The CEMP would also include details of any environmental monitoring requirements; communication protocols; and particular measures as required by conditions associated with planning approval (if granted).

Where waste materials would need to be taken offsite for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed or permitted waste facility.

Should service suspensions be required during the construction phase, it has been assumed reasonable prior notice would be given to the residencies in the area. It has been assumed the disruption to services or outages would be carefully planned to minimise the duration of any service disruptions or outage.

5. Initial Screening

Planning and Development Regulations 2001 (as amended)

The Proposed Development does not fall under any of the development listed under Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). Part 2 of Schedule 5 sets out specified limits for proposed developments for which a mandatory EIA is required should a proposed development exceed the specified limits; the criteria as laid out therein and the screening of the Proposed Development against it are contained in Table 5.1.

Table 5.1 Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Planning and Development Regulations 2001 (as amended)

Mandatory	Regulatory Reference	Mandatory Criteria Met?
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.	S.I. No. 600/2001 - Planning and Development Regulations, 2001 – Schedule 5 Part 2 10 (b) (iv)	No

Source: *Planning and Development Regulations 2001 (as amended)*

Roads Act 1993 (as amended)

The Proposed Development was considered under the mandatory criteria for an EIA as prescribed in the Roads Act 1993 (as amended), as summarised in Table 5.2, and further requirements as described in Table 5.3. The Proposed Development was assessed under the Roads Act 1993 (as amended) as the Proposed Development is in line with the definition of a road as outlined within the Roads Act 1993 (as amended) and includes a cycleway.

Table 5.2 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening under the Roads Act 1993 (as amended)

Mandatory	Regulatory Reference	Mandatory Criteria Met?
Construction of a motorway	S. 50.- (1) (a)(i) of the Roads Act, 1993 (as amended)	No
Construction of a busway	S. 50.- (1) (a)(ii) of the Roads Act, 1993 (as amended)	No
Construction of a service area	S. 50.- (1) (a)(iii) of the Roads Act 1993 (as amended)	No
Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.	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;	No
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act, 1993 (as amended)

Source: *Roads Act 1993, as amended*

Table 5.3 Summary of the Legislative Requirements for Environmental Impact Assessment Screening

Sub-threshold Requirements	Regulatory Reference
If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.	S. 50(1)(b) of the Roads Act, 1993 (as amended)

Sub-threshold Requirements

Regulatory Reference

Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.

S. 50(1)(c) of the Roads Act, 1993 (as amended)

In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —

(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)

S. 50(1) (d) (i-vi) of the Roads 1993 (as amended)

(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)

(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976)

(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000

(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976. (vi) Refuge for Fauna

(vi) Refuge for Fauna under section 17 of the Wildlife Act, 1976.

The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.

Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.

S. 50(1)(e) of the Roads Act, 1993 (as amended)

Where a road authority or the Authority, as the case may be, makes a decision under paragraph (d) it shall —

(i) make the decision available for inspection by members of the public, and

S. 50(1)(f) of the Roads Act, 1993 (as amended)

(ii) make an electronic version of the decision available on its website.

Source: Roads Act 1993, as amended

Summary

It has been assessed that the Proposed Development does not trigger the mandatory criteria for an EIA as set out by the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

Given the nature and location of the Proposed Development, potential significant impacts could occur as a result of the construction activities. In light of this, a sub-threshold assessment has been undertaken for the Proposed Development.

6. Sub-Threshold Screening

The Minister for the Environment, Heritage and Local Government published a Guidance document in August 2003, entitled '*Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development*' (last updated in December 2020). The publication intended to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of works that are below the national mandatory EIAR thresholds.

Where the Proposed Development does not meet or exceed the applicable threshold (as outlined in Section 0), the likelihood of the Proposed Development having significant effects on the environment was considered. The discretionary (or sub- threshold) requirements are based on an assessment of the likely significant environmental effects of the Proposed Development.

For the purpose of a robust screening process, this report evaluates the Proposed Development using the criteria set out in Annex III of the Directive 2014/52/EU in considering whether a project is likely to have significant environmental effects. The criteria are as follows:

- Characteristics of Proposed Development;
- Location of Proposed Development; and
- Type and Characteristics of Potential Impacts.

Consent authorities must have regard to these criteria in forming an opinion as to whether or not a sub-threshold development such as the Proposed Development, its location and associated works, are likely to have significant effects on the environment.

The structure of the sub-threshold screening presented in the following sub-sections broadly follows the headings as detailed in Annex III of the EIA Directive.

Characteristics of the Proposed Development

The Proposed Development is an active travel scheme which will upgrade existing footpaths and provide new cycle infrastructure. The Proposed Development will provide a continuous segregated cycle track. The major signalised junctions along the route of the Proposed Development will be upgraded to provide pedestrian and cyclist crossings and will include landscaping and public realm enhancements at a number of locations. The Proposed Development looks to promote walking and cycling for all ages and abilities.

The Size and Design of the Proposed Development

The Proposed Development extends approximately 2.2km in length and has a total area of approximately 5.0 ha. It consists of the following:

- Section 1: Bakers Corner to Grangewood;
- Section 2: Grangewood to National Rehabilitation Hospital entrance;
- Section 3: National Rehabilitation Hospital to the junction with the Sallynoggin Road;
- Section 4: Sallynoggin Road to Pearse Park;
- Section 5: Pearse Park to Sallynoggin Road;
- Section 6: Rochestown Park to Drumkeen Manor; and
- Section 7: Glenview to the Graduate Roundabout.

Section 1 — Bakers Corner to Grangewood

This section runs from Bakers Corner to the Grangewood estate entrance and ties in with Kill Avenue at its north-western extents. Existing footpath and cycle track (each 2m wide) on the south side of the road from Bakers Corner as far as the junction with Pottery Road will be maintained. The existing footpath at this location is in good quality and has sufficient width so it does not require to be upgraded/resurfaced. The existing advisory cycle lane on the southern side of Rochestown Avenue will be upgraded to a protected cycle track; it is likely that resurfacing at this location will be required. On the north side of the road, a 2m wide footpath and 3m wide two-way cycle track will be provided, along with 1 no. southbound general traffic lane (3m wide) and 2 no. northbound general traffic lanes (each 3m wide).

The existing left turn slip lane from Rochestown Avenue onto Pottery Road will be removed as per the Design Manual for Urban Roads & Streets (DMURS). The north side of the junction will have kerb buildout to provide a waiting area for pedestrians and cyclists to cross at the toucan crossing (shared pedestrians and cyclists crossing regulated with traffic lights) located in this area. Tactiles and a raised table will be provided for pedestrians crossing the cycle lane from the footpath to the waiting area. The three-arm junction will have toucan crossings on each arm. A short stretch of shared path for pedestrians and cyclists is proposed to connect cyclists from Rochestown Avenue onto Pottery Road.

The pedestrian footpath will run inside the two-way cycle lane on Rochestown Avenue. Landscaping will be implemented between the cycle lane and footpath. On Pottery Road, the Proposed Development will tie in with the existing layout, with one-way cycle tracks and footpath on both sides of the road. On Rochestown Avenue between the Pottery Road Junction and the Grangewood estate entrance, the footpath and cycle track (2m wide and 3m wide respectively) continue on the north side of the road, separated from the carriageway by 2 to 4.5m of landscaping/street furniture.

On the southern side of Rochestown Avenue, a new 2m wide footpath will be installed to enhance pedestrian access to the existing petrol filling station, the existing residential units and towards the National Rehabilitation Hospital. The road carriageway will consist of two general traffic lanes, 3m wide in each direction.

A new toucan crossing will be provided to the west of the entrance to the Grangewood estate. A raised table pedestrian crossing with tactile will be provided for pedestrians to cross the cycle track to reach the toucan crossing. A raised table pedestrian and cycle crossing will also be provided across the entrance to Grangewood estate.

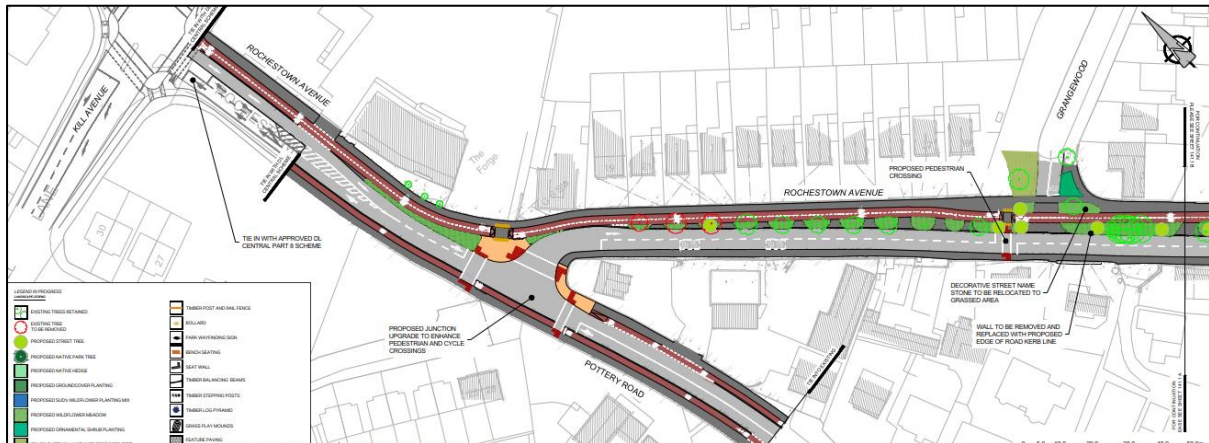


Figure 6-1 Proposed Layout at Section 1

Section 2 — Grangewood to National Rehabilitation Hospital entrance

From the entrance to the Grangewood estate to the entrance to the National Rehabilitation Hospital, the layout will remain the same as previously with:

- New 2m wide footpath on each side of the road (addition of new footpath on the southern side and realignment of footpath on the northern side);
- New 3m wide two-way cycle lane on north side of the road;
- Landscaping between cycle lane and road carriageway; and
- Retention of 3m wide single way general traffic lane in each direction.

Entrances to Ruby Hall and Kensington Lodge estates will have raised table pedestrian and cycle crossings.

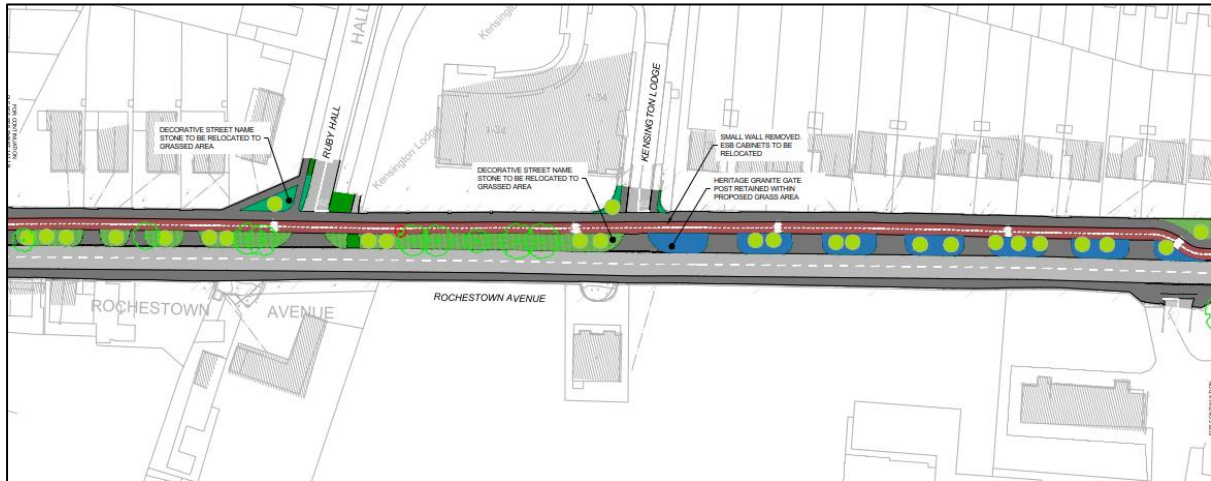


Figure 6-2 Proposed layout at Section 2

Section 3 — National Rehabilitation Hospital to the junction with the Sallynoggin Road

This section runs from the entrance to the National Rehabilitation Hospital to the junction with the Sallynoggin Road. The existing pedestrian crossing to the east of the Sefton estate will be relocated to the western side of the estate. The proposed crossing will tie into a separate Safe Routes to School scheme being progressed by DLRCC, to cater for a pedestrian and cycle desire line from the hospital road to Sefton. The Safe Routes to School scheme are now completed and includes the ‘Mountains to Metals’ route which passes across Rochestown Avenue for approximately 55m, from the site of National Rehabilitation Hospital to Sefton Road.

From the entrance to the National Rehabilitation Hospital to the entrance to Sefton estate, the landscaping will be behind the footpath on the north side of the road, with the two-way cycle path adjacent to the road carriageway. The DLR Active Travel team met with the National Rehabilitation Hospital (NRH) on Friday 14th July 2023 to discuss the proposed scheme. The NRH noted that their aspiration to provide a new high quality open space and recreation area to assist with patients rehabilitation. It was also noted this was an objective within the DLRCC Development Plan (SLO No: 66). The NRH asked the DLR Active Travel Team to explore the provision of creating a pedestrian footpath loop within the green opposite the NRH that could be used as a walking route for patients of the rehabilitation hospital and wheelchair users, whilst also introducing ample benches for rest areas and also outdoor calisthenics and physical rehabilitation equipment.

Following the public consultation process, the scheme design has been updated and a new 2.0m wide footpath loop is proposed with 6 new outdoor calisthenics and physical rehabilitation equipment and 4 new benches in this area. New trees are also proposed to provide a high-quality outdoor space for all users to benefit from. Figure 6-3 illustrates the updated scheme proposal.

The existing pedestrian crossing at the pedestrian entrance to the National Rehabilitation Hospital will be maintained. Between this pedestrian crossing and the Sallynoggin Road junction, there will be no landscaping on the north side of the road. Pedestrian crossings will be introduced on all arms of the Sallynoggin Road junction, with a cycle crossing also on the northern arm.

The south side of the road on this section will have a pedestrian footpath for the entire length, with landscaping provided in sections between the path and the road carriageway.

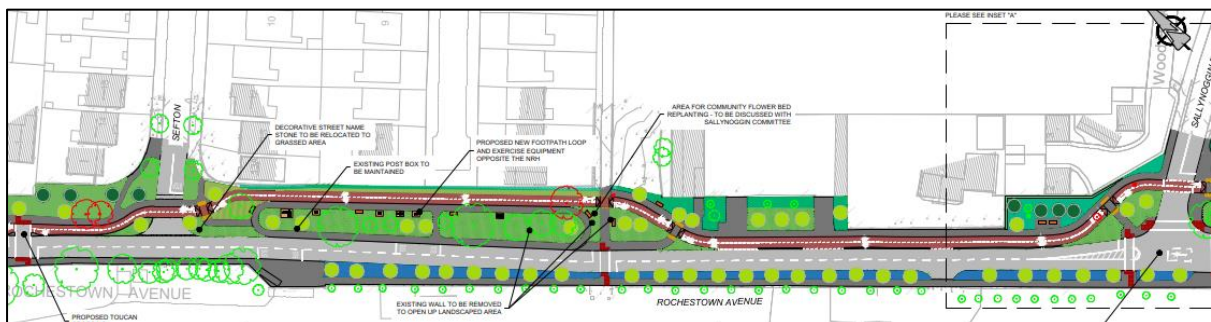


Figure 6-3 Proposed layout at Section 3

Section 4 — Sallynoggin Road to Pearse Park

The two-way cycle track will continue along the northern side off Rochestown Avenue alongside a proposed 2m wide footpath. At Pearse Park, the Proposed Development will convert into a shared pedestrian and cycle path, 4m wide, an upgrade to the existing footpath within the park. The shared path arrangement is consistent with DLRC’s approach to pedestrian and cycle design in nearby public parks, i.e., Kilbogget. Public lighting will be included along the proposed shared pedestrian and cycle path within the park.

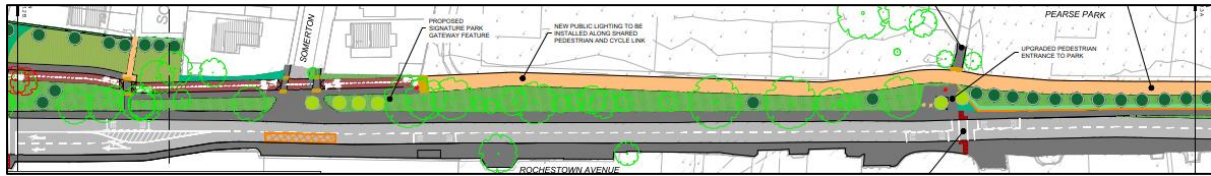


Figure 6-4 Proposed layout at Section 4

Section 5 — Pearse Park to Sallynoggin Road

The shared path continues within Pearse Park up to its eastern boundary and then returns onto the northern side of Rochestown Avenue. It is proposed to continue the shared space for a short stretch on Rochestown Avenue due to the constraints in the available widths. After the pinch point, the shared space returns to segregated footpath and two-way cycle track. Due to the constrained widths, the two-way cycle track will be 2.5m wide for a short stretch of approximately 50m, returning to 3m width after the pinch point.

The existing Rochestown Avenue and Johnstown Road junction is proposed to be upgraded to enhance pedestrian and cycle infrastructure. The proposals comprise of segregated pedestrian and cycle crossings across the Rochestown Avenue arms of the junction. A segregated and single pedestrian crossing is proposed across the Johnstown Road arm of the junction.

To accommodate the proposed active travel improvements, it will be necessary to reallocate road space. The existing left turn slip from Rochestown Avenue onto Johnstown Road is proposed to be removed as per DMURS to provide reduced pedestrian crossing distances. The existing small right turn lane from Rochestown Avenue onto Johnstown Road is proposed to be amended to facilitate a right turn pocket in the junction, which is required to facilitate the pedestrian and cycle improvements.

On the eastern side of Johnstown Road, a former bus layby is proposed to be removed to facilitate the new cycle track, which will eventually connect into the existing cycle lanes on Johnstown Road.

After the Johnstown Road junction, the proposed two-way cycle track continues along the northern side of Rochestown Avenue, with a continuous footpath and cycle track proposed across Eaglewood apartment access.



Figure 6-5 Proposed layout at Section 5

Section 6 — Rochestown Park to Drumkeen Manor

At the junction with Rochestown Park/Rochestown Avenue, it is proposed to enhance pedestrian and cycle infrastructure at this junction, by reducing the crossing distances and introducing controlled crossings for pedestrians and cyclists. On Rochestown Park, the existing short left turn provision is proposed to be removed to facilitate a single lane approach to the junction.

At the Granitefield junction, the radius to the junction is proposed to be reduced to approximately 6m to encourage reduced vehicular turning speeds. The proposed two-way cycle track continues on the northern side of Rochestown Avenue along this section, providing continuous infrastructure for cyclists.

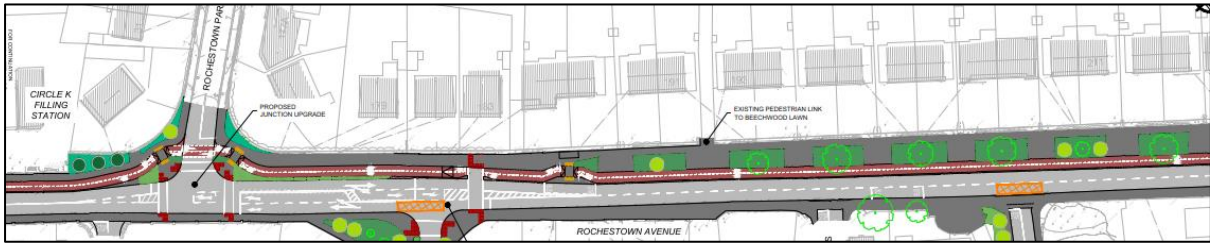


Figure 6-6 Proposed layout at Section 6

Section 7 — Glenview to the Graduate Roundabout

The final section of the Proposed Development comprises a continuation of the two-way cycle track on the northern side of Rochestown Avenue. The Proposed Development will require the removal of the existing informal car parking (fitting approximately 9 spaces) on the northern side of Rochestown Avenue. The car parking can be well utilised as it acts as an overflow car park to the Killiney Shopping Centre.

It is proposed to upgrade the footpath entrances to the Killiney Shopping Centre to introduce continuous pedestrian and cycle infrastructure, enhancing priority for sustainable transport modes at this conflict point.

Controlled crossing is proposed connecting Glenview to the northern side of Rochestown Avenue. The Proposed Development ties into the existing toucan crossing prior to the Graduate Roundabout.

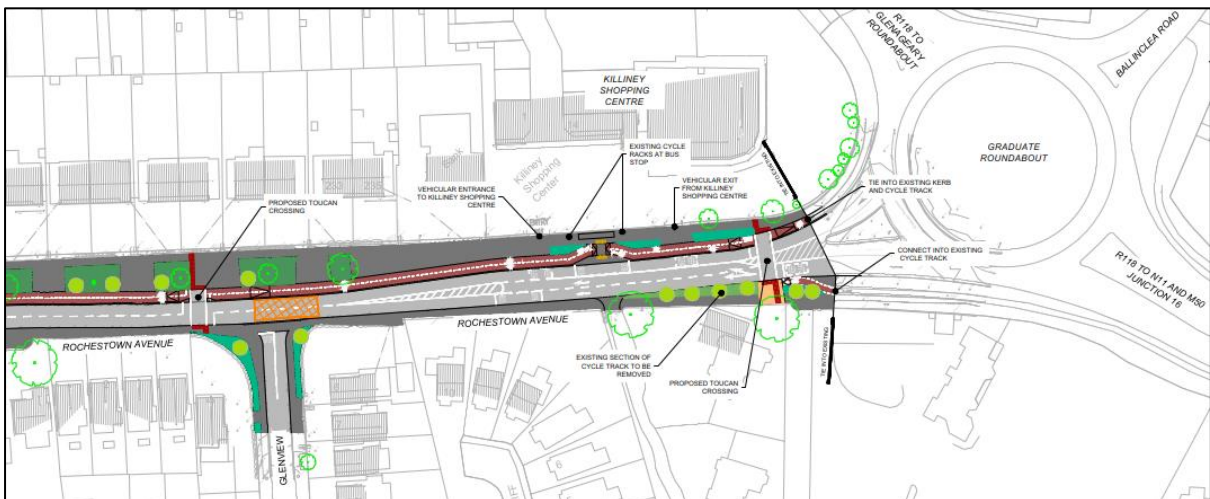


Figure 6-7 Proposed layout at Section 7

The Cumulation with Other Existing and/or Proposed Developments

A desktop review of South Dublin County Council’s online planning portal, MyPlan.ie ‘National Planning Application’ database and An Bord Pleanála’s (ABP) online portal was undertaken on the 21st February 2023. The identified, relevant planning applications are summarised in Appendix B to this report.

The purpose of the search was to assess the cumulation with other existing and/or proposed developments. The scope of this search was initially focused on planning applications that are currently registered within the planning system. In addition, a 1km radius taken from the approximate centre point of the subject site was implemented. A specified criteria informed the search and omitted any planning applications greater than 10 years old, refused, invalid and withdrawn applications. The criteria then focused on foreseeable developments to be considered in line with the Proposed Development. In respect of this, any small-scale residential and extension type developments along with minor amendments and changes of use were omitted from the search.

The review of planning applications shows that the majority of planning applications in the environs surrounding the Proposed Development consist of a mix of residential, retail, and mixed-use developments. For example:

- D20A/0055: residential development consisting of 14 no. 2 bedroom dwellings, approximately 170m from the Site;
- D18A/0398: residential development consisting of the demolition of the existing 2 no. derelict dwellings and the construction of a total of 53 no. apartments in 1 no. apartment block (4 storeys over basement), approximately 100m from the Site;
- ABP30482319: strategic housing development for 210 no. residential units (apartments) in 3 no. blocks, approximately 100m from the Site;
- D17A/0868: residential development consisting of 42 no. new residential units with new vehicular access, approximately 420m from the Site;
- D19A/0904: expansion of pharmaceutical facilities, approximately 220m from the Site.

Other developments in the vicinity of the Proposed Development include Active Travel schemes such as Dún Laoghaire Central Active Travel Scheme; Abbey Road and Stradbroad Road Rapid Deployment; Dún Laoghaire Connector Scheme; and Glenageary Road Upper between Sallynoggin Roundabout and Killiney Roundabout. The Proposed Development ties in with the wider Greater Dublin Area (GDA) Proposed Cycle Network Plan for Dún Laoghaire as illustrated in Figure 6-8. The Proposed Development is not functionally dependent upon the completion of any of the Active Travel Schemes.

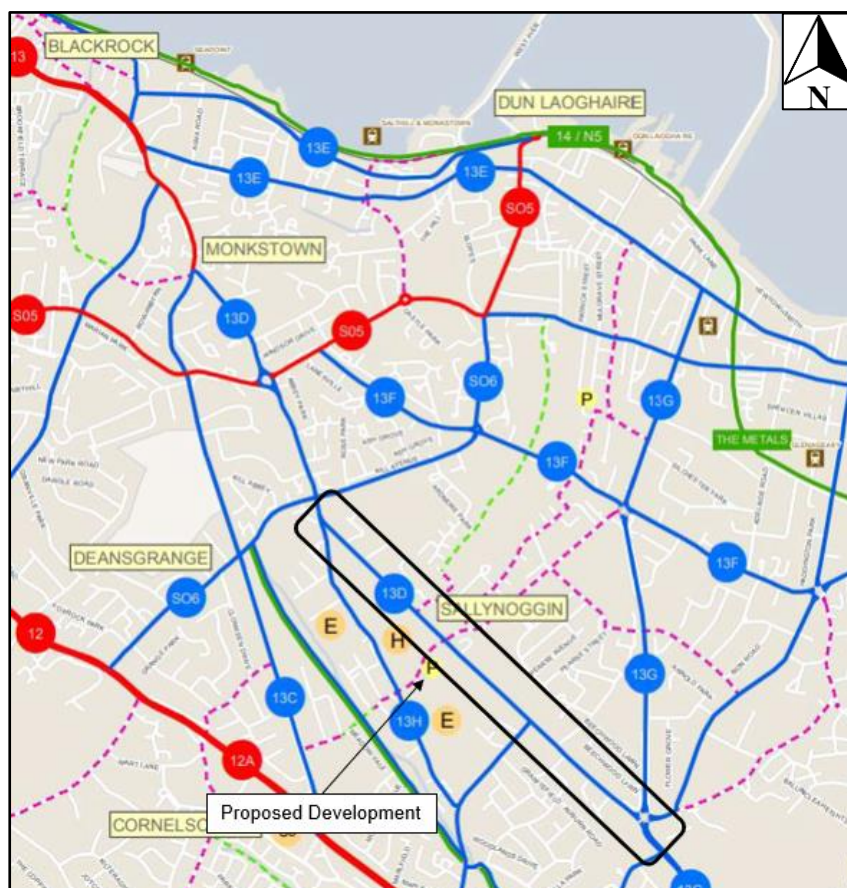


Figure 6-8 The Proposed Development within the GDA Cycle Network Plan

The Nature of any Associated Demolition Works

Demolition of buildings will not be required as part of the Proposed Development. Redesign of existing road surfaces, footpaths, and vegetated areas, as well as minor demolition works for the removal of low wall and fences will result in waste generated from materials that will need to be taken off-site.

The Use of Natural Resources Including Land, Soil, Water and Biodiversity

Materials used within the Proposed Development would likely include precast kerbs, paving, clause 804 stone, macadam, and paint. Exact quantities are currently unknown. It is proposed that construction materials would be sourced locally from licensed suppliers where practicable to minimise transportation distances and brought to the work areas using the existing public infrastructure. It is not envisioned that a water supply will be required at any phase of the Proposed Development. Should a water supply be required, all relevant permissions will be sought prior to works commencing, such as written agreement from Irish Water and relevant stakeholders. At no point should water be abstracted from rivers or streams.

It is estimated that 11 no. of trees and some sections of grassland will be lost as a result of the Proposed Development. However, all trees will be replanted or replaced in consultation with DLRCC parks department.

The Production of Waste

Waste will be produced during the construction phase of the Proposed Development from the excavation of existing footpaths and carriageways and associated materials such as, tarmacadam and/or asphalt and associated products, concrete, paving slabs, and soil; however, exact quantities are unknown at this stage. Waste generated from the Proposed Development will potentially comprise:

- Asphalt and associated sub-base;
- Tar and tar products;
- Concrete;
- Paint;
- Stone; and
- Vegetation.

Where waste is produced, it will be managed in accordance with all relevant Irish waste management legislation and guidance and, in particular, any material that cannot be reused will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification or exemption. Additionally, the preparation of a RWMP by the appointed Contractor is recommended in conjunction with a CEMP.

Minimal generation of waste associated with maintenance activities is expected to occur during the operational phase of the Proposed Development.

Pollution and Nuisances

During the construction phase, potential pollution pathways and nuisances for consideration include but are not limited to:

- Increases in exhaust emissions to air as a result of construction machinery;
- Noise and vibration from equipment use;
- Social effects as a result of temporary traffic diversions on carriageways and footpaths, and temporary disruption of services/utilities;
- Dust generation from construction activities;
- Leaks and spills of materials used which contain hydrocarbons; and,
- Runoff of material to nearby watercourses.

There may be minor emissions of greenhouse gases (GHG) to the atmosphere from construction vehicle movements and the operation of site construction equipment; however, a significant impact is not considered likely given the type and scale of the Proposed Development. During the operational phase, it is envisaged that there will be a reduction in air emissions as the Proposed Development aims to encourage a modal shift towards active travel, resulting in a reduction in the use of private motor vehicles.

As the carriageways within the Proposed Development are currently in use, there is potential for existing surface contamination associated with vehicle use of carriageways (for example, drips and spills of hydrocarbons) that could extend to areas of the Proposed Development where excavation is required. While there have been no reports of potential contamination, it should be considered when removing the material from site and within the contractors CEMP.

It is recommended that construction mitigation measures are implemented through the production of a CEMP by the appointed Contractor, which should include noise and vibration limits as per best management practices and mitigation measure for dust. In addition, the Contractors CEMP should include an emergency response procedure for any spills that may occur during the construction phase.

The Risks of Accidents and/or Disasters

An accident, in the context of the Proposed Development, means an unplanned natural or man-made event resulting in death, injury, or immediate or delayed serious damage to the environment, human health, or welfare. A disaster in the context of the Proposed Development, is a naturally occurring phenomenon such as an extreme weather event (e.g. storm, flood, extreme temperatures) or ground-related hazard events (e.g., subsidence, landslide, earthquake), or man-made hazard (e.g. an act of terrorism) with the potential to cause an event or situation that leads to immediate or delayed serious damage to human health, welfare and/or the environment and requires the use of resources beyond those of the developer or its contractors to manage.

Important considerations are the potential risks of the Proposed Development causing an accident and/or disaster during the construction and operational phases, and the vulnerability of the Proposed Development to potential man-made and natural disasters. Potential accidents and/or disasters include flood events and road accidents.

Construction mitigation measures (such as the contractors Health and Safety plan, an approved Contractors CEMP and approved methods of work) will be adhered to on site. The implementation of appropriate control measures (including an emergency spill response plan) and best management practices will reduce the risk of accidents from polluting substances entering soil and water bodies.

The Office of Public Works (OPW) Flood Hazard Maps Website (OPW, 2023) was consulted to investigate the occurrence of floods in the environs surrounding the Proposed Development. The Proposed Development is not located within a Catchment-based Flood Risk Assessment and Management (CFRAM) programme flood extent but, as illustrated in Figure 6-9 and Figure 6-10, river and coastal flood extents occur to the south-west of the Proposed Development. The closest point to an area under risk of river or coastal flood is 300m south-west. As can be observed in Figure 6-11, no flood events have been recorded within the Site; the closest recorded occurred approximately 400m south-west of the Proposed Development, at Deansgrange Village on the 24th October 2011.

It is considered the Proposed Development is not likely to result in a major accident or disaster given its type, size, and scale.

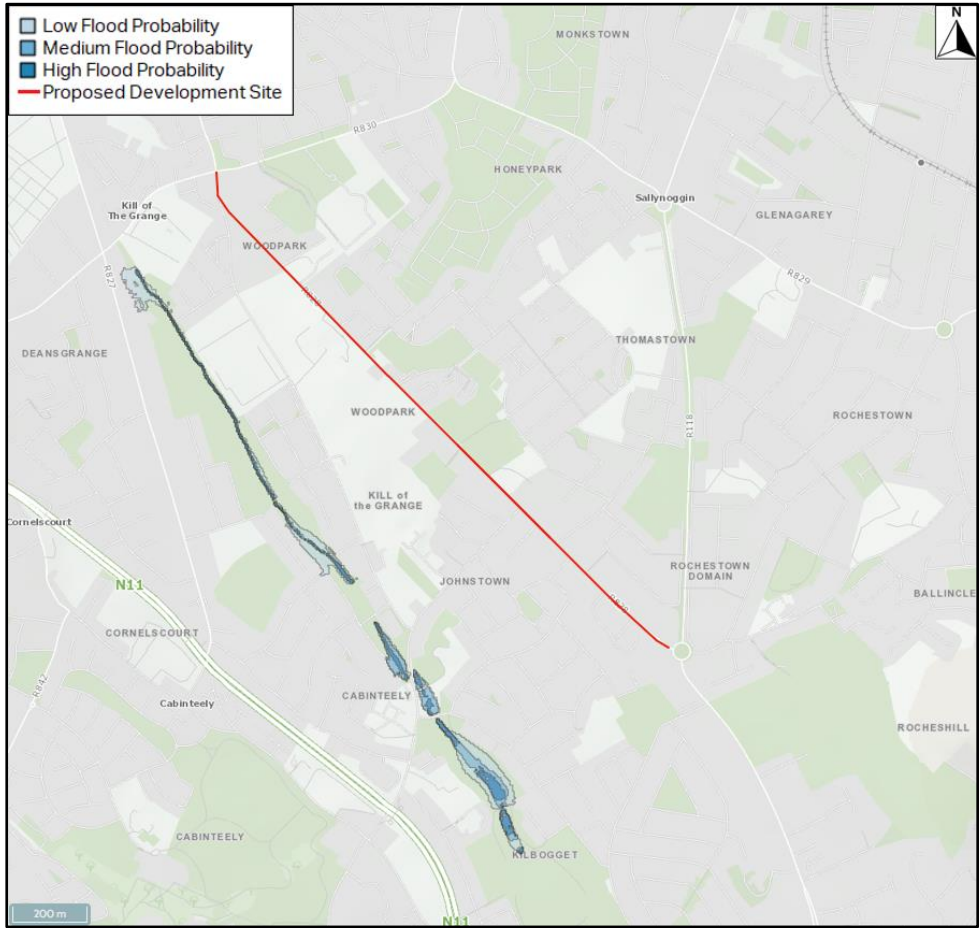


Figure 6-9 Low to High Probability River Flood Extents (Source: OPW CFRAM Mapping)

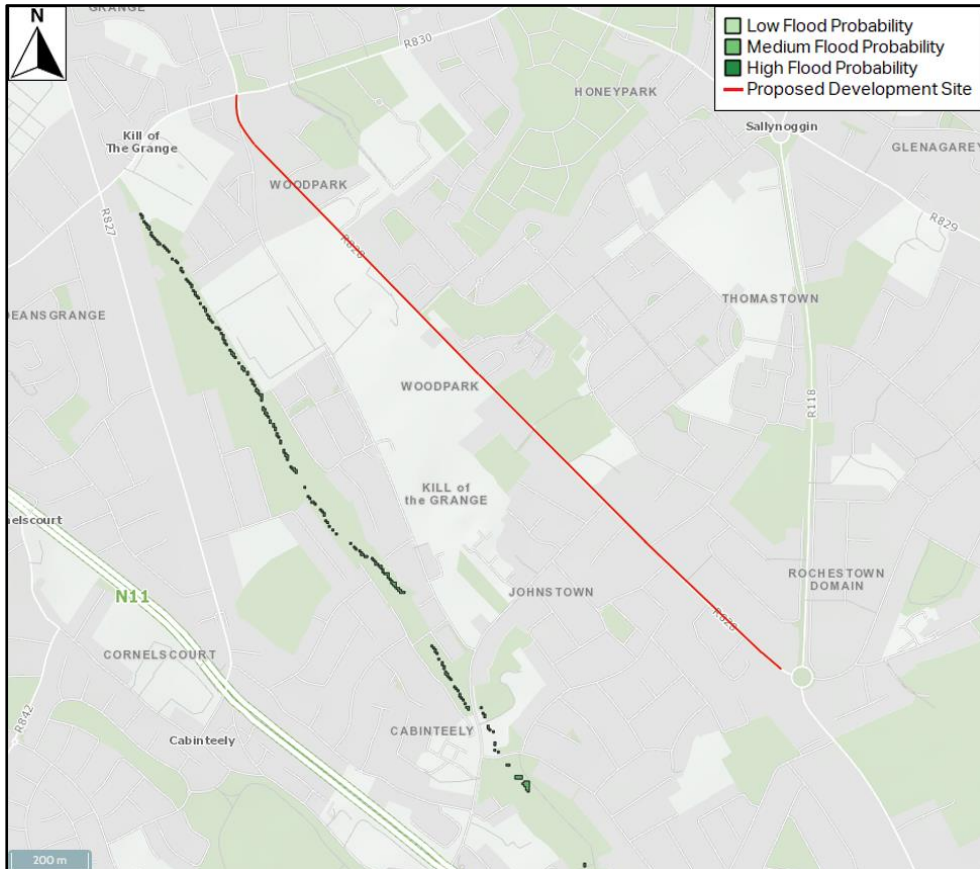


Figure 6-10 Low to High Probability Coastal Flood Extents (Source: OPW CFRAM Mapping)

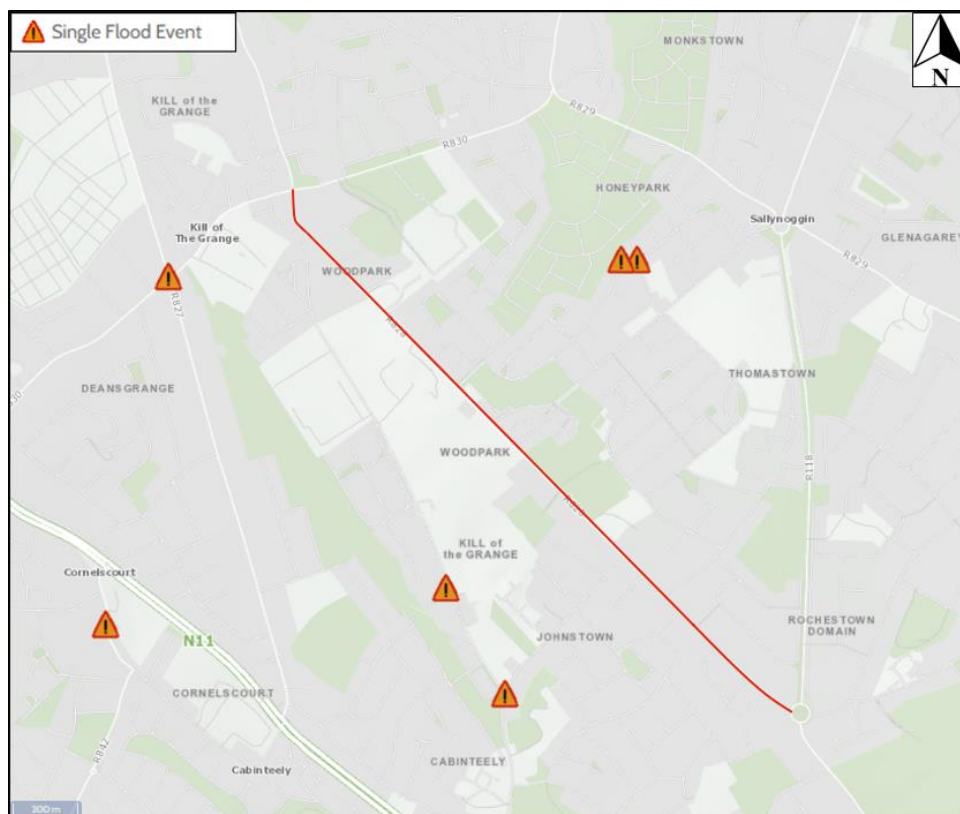


Figure 6-11 Past Flood Events (Source: OPW CFRAM Mapping)

Utilities

A desktop study has been carried out to identify all utility constraints located within the Proposed Development.

A number of utility providers were contacted by the AECOM design team during development of the Proposed Development to obtain up-to-date information on the location and type of services that could be situated within the defined study area. EIR, Gas Networks Ireland, BT Ireland, Virgin Media, and ESB all confirmed they have utility services located within the Site.

Some minor utility diversions are anticipated as part of the Proposed Development; however, it is anticipated the majority of utilities will be protected in situ. A Ground Penetrating Radar (GPR) survey has been completed and will be used to inform the location of utilities during the construction phase. Additionally, a Clash Detection exercise will be conducted prior to the detailed design stage, with the purpose of avoiding and/or minimising impacts upon utilities.

The Proposed Development will require new drainage gullies, to be provided at the new kerb line. The proposed drainage strategy for the Proposed Development will be developed at the detailed design stage. Lighting will be reviewed at the detail design stage; however, it is envisaged that upgrades will be required along the new footpaths and also within Pearse Park.

It is considered that the Proposed Development is not likely to result in disruption to services, such as electricity outages and water supply interruptions.

The Risk to Human Health

The Proposed Development extends across three Electoral Divisions (ED): Cabinteely-Pottery, Dún Laoghaire Sallynoggin South, and Cabinteely-Granitefield. According to the 2016 census, over 80% of the population in each of these EDs considers themselves to be in 'Very Good' or 'Good' health, as can be observed in Table 6.1. Note that only preliminary results of the 2022 census are currently available and did not include this information; thus, 2016 census data was utilised instead for this assessment.

Table 6.1 General Health Statistics by Electoral Division

Electoral Division	Very Good Health (%)	Good Health (%)	Total (%)
Cabinteely-Pottery	62	26	88
Dún Laoghaire Sallynoggin South	55	28	83
Cabinteely-Granitefield	63	26	89

Source: CSO, 2016

The Absorption Capacity of the Natural Environment

Overview

This section describes the adsorption capacity of the natural environment, specifically:

- a. Wetlands, riparian areas, river mouths;
- b. Coastal zones and the marine environment;
- c. Mountain and forest areas;
- d. Nature reserves and parks;
- e. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- f. 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;
- g. Densely populated areas; and
- h. Landscapes and sites of historical, cultural or archaeological significance.

Wetlands, Riparian Areas and River Mouths

There are no waterbodies crossed by or immediately adjacent to the Proposed Development. The closest waterbody is the Kill-O-The-Grange Stream (IE_EA_10K020200), located approximately 300 m south-west of the Proposed Development. There are residential areas and roads between the Site and this stream.

The Kill-O-The-Grange Stream has a 'Poor' river waterbody Water Framework Directive (WFD) status and is considered to be 'At Risk' of not meeting WFD objectives (EPA, 2023).

Coastal Zones and the Marine Environment

The Proposed Development is located inland and there are no coastal zones and marine environments within the Site. The closest coastal zone is Dublin Bay, over 2km east. The Proposed Development provides no source-pathway-receptor mechanism by which coastal processes could be distantly affected (AECOM, 2022).

Mountain and Forest Parks

The closest forest park is Rathmichael Wood, approximately 4.2km south of the Proposed Development.

The closest mountain peak is Three Rock, approximately 6.5km south-west of the Proposed Development. The Wicklow Mountains are located approximately 9km to the south-west of the Proposed Development.

Nature Reserves and Parks

The Wicklow Mountains National Park is located approximately 9km to the south of the Site. The closest nature reserve is Knocksink Wood Nature Reserve, approximately 8km south-west of the Proposed Development.

Areas Classified or Protected under Legislation, including Natura 2000 Areas

The Proposed Development is not located within or adjacent to any sites designated as a SAC, SPA, Natural Heritage Area (NHA), or proposed NHA. As illustrated in Figure 6-12, the closest SAC and SPA sites are South Dublin Bay SAC (Site Code 000210) and South Dublin Bay and River Tolka Estuary (SPA Site Code 004024), both approximately 1.7km north of the Proposed Development, while the closest pNHA is Dalkey Coastal Zone and Killiney Hill (Site Code 001206), approximately 750m east.

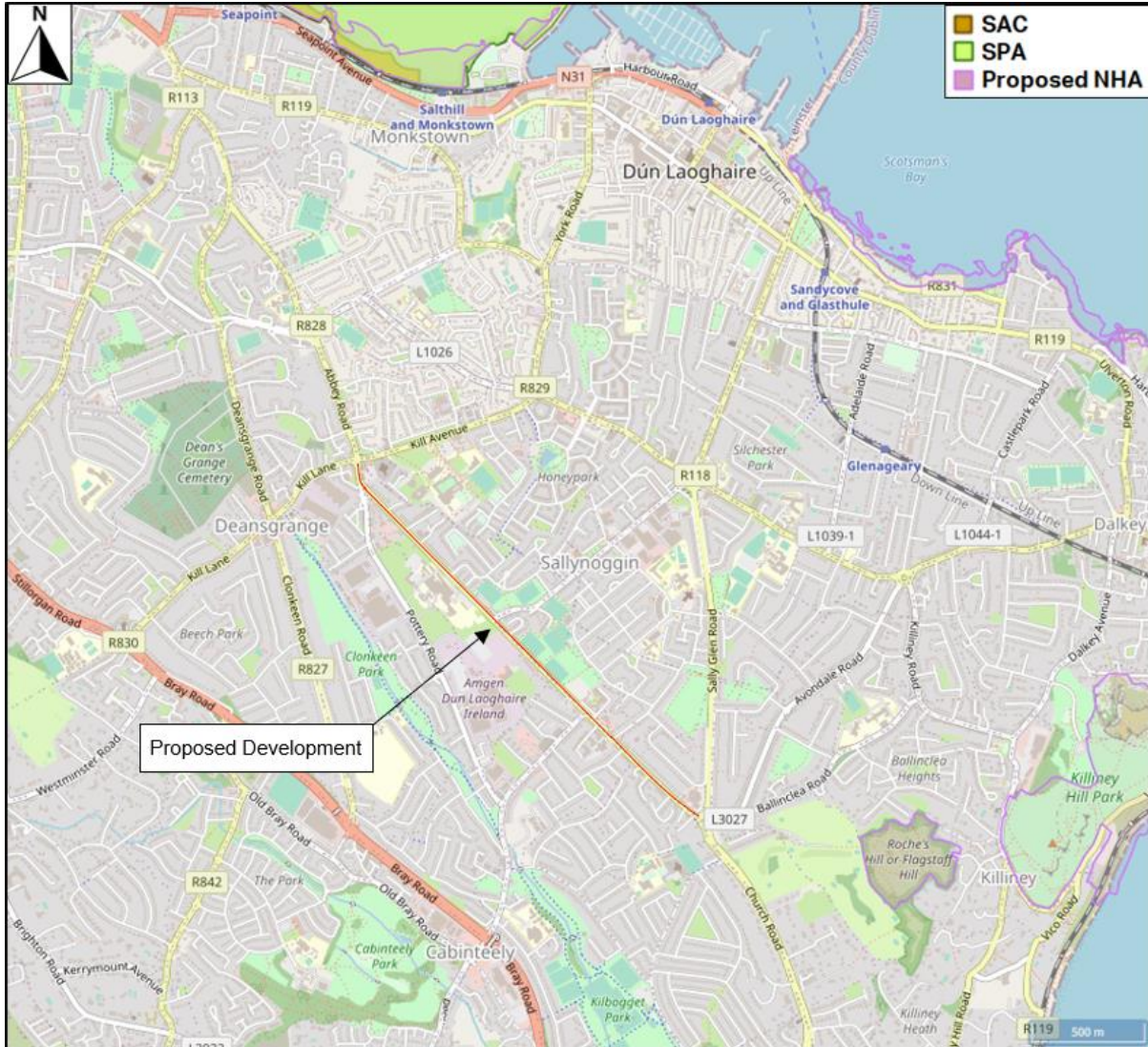


Figure 6-12. Protected areas of Dún Laoghaire-Rathdown County. (EPA, 2023)

Areas where there has Already been a Failure to meet the Environmental Quality Standards of the European Union

There are two groundwater bodies below the Site: Kilcullen (IE_EA_G_003) and Wicklow (IE_EA_G_076). Kilcullen (IE_EA_G_003) is labelled as ‘At Risk’ of not meeting WFD objectives (EPA, 2023). The closest surface waterbody, Kill-O-The-Grange Stream (IE_EA_10K020200), is considered at ‘At Risk’ of not meeting WFD objectives (EPA, 2023).

The Air Quality Index for Health (AQIH) in this area is ‘3-Good’ (EPA, 2021).

Densely Populated Areas

The Site lies within an extensive urban area consisting of predominantly commercial and residential zones and comprises parts of the existing busy road network, mostly Rochestown Avenue (regional road R828), a section of Pottery Road, and limited areas at the intersection of R828 and Grangewood, Ruby Hall, Kesington Lodge, Sefton, Sallynoggin road, Somerton, Johnstown Road, Eaglewood, Rochestown Park, Granitefield, Boulders, Drumkeen Manor, and Glenview.

Preliminary results of the latest census (CSO, 2022) are available. These include population numbers and show there are 9,251 people living in the three EDs (Cabinteely-Pottery, Dún Laoghaire Sallynoggin South, and Cabinteely-Granitefield) across which the Proposed Development extends.

Landscape and Sites of Historical, Cultural or Archaeological Significance

Landscape and Visual

The Proposed Development is located along the eastern edge of Rochestown Avenue. The Proposed Development will upgrade existing footpaths and provide new cycle infrastructure. The most sensitive receptors are adjacent residential properties located along Rochestown Avenue and the road users. Rochestown Avenue encompasses four Land Use Zoning Objectives:

- Objective A - *To provide residential development and improve residential amenity while protecting the existing residential amenities;*
- Objective SNI - *To protect, improve and encourage the provision of sustainable neighbourhood infrastructure;*
- Objective E - *To provide for economic development and employment;* and
- Objective F - *To preserve and provide for open space with ancillary active recreational amenities.*

In terms of land use designations, Rochestown Avenue is identified in DLRCC's CDP as part of the overall 6 Year Road Objectives/Traffic Management/Active Travel Upgrades. The following Policy Objectives (PO) apply:

- **PO T23 — Roads and Streets:** It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA), to secure improvements to the County's road network - including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (Strategic Environmental Assessment (SEA), EIA and AA), flood risk assessment and the planning process (Regional Policy Objectives (RPO) 8.10, RPO 8.16).
- **PO T4 — Development of Sustainable Travel and Transport:** It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 -2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the Regional Spatial and Economic Strategy (RSES) and the Metropolitan Area Strategic Plan (MASP). (Consistent with National Policy Objectives (NPOs) 26, 64 of the National Planning Framework (NPF) and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES).
- **PO T11 — Walking and Cycling:** It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES).
- **PO T12 — Footways and Pedestrian Routes:** It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES).
- **PO T13 — County Cycle Network:** It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).

The CDP also sets POs for the protection and management of landscapes and biodiversity to be applied to all areas in the county. Relevant policies include:

- **PO GIB1 — Green Infrastructure Strategy:** It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.

- **PO GIB2 — Landscape Character Areas:** It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland - 2015-2025'. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht's National Landscape Strategy for Ireland, 2015 - 2025.
- **PO GIB4 — High Amenity Zones:** It is Policy Objective to conserve and enhance existing High Amenity Zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging their unique character.
- **PO GIB6 — Views and Prospects:** It is a Policy Objective to preserve, protect and encourage the enjoyment of views and prospects of special amenity value or special interests, and to prevent development, which would block or otherwise interfere with Views and/or Prospects.
- **PO OSR4 — Public Open Space Standards:** It is a Policy Objective to promote public open space standards generally in accordance with overarching Government guidance documents 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities', (2009), the accompanying 'Urban Design Manual - A Best Practice Guide', and the 'Sustainable Urban Housing: Design Standards for new Apartments', (2020).
- **PO OSR5 — Public Health, Open Space and Healthy Placemaking:** It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilities people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).

Cultural Heritage

A desk-based appraisal was undertaken to identify any features of cultural significance within 500m of the route of the Proposed Development. The search found 14 no. Sites and Monuments Record (SMR), 12 no. National Inventory of Architectural Heritage (NIAH) Sites, 9 no. of Record of Protected Structures (RPS), and 3 no. Record of Monument and Places (RMP), all detailed in Figure 6-13 illustrates the location of SMR and NIAH Sites in proximity to the Site. These mostly consist of historic buildings, a complex in an early church site (RMP 023-015) which contains 8 no. SMRs, post boxes, and ritual sites. The Site is not located within any Zones of Notification (ZoN).

There is only one feature, a NIAH Site (ID: 60230133), within the Site, which consists of a "wall box" post box (coordinates: X: 323363, 226640) of regional rating dated between 1928 and 1937 that will be retained in place. While the gates associated with Flowergrove (Eaglewood House) (RPS 1615) are adjacent to the Proposed Development, these structures are not within the site boundary and the scope of works do not require them to be removed or altered.

A review of the NIAH Gardens Survey also found three planned landscapes in the surrounding environs of the Proposed Development: Rochestown House (ID: 2547), Granitefield (ID: 2539), and Belville (ID: 2527). Large institutional buildings have been built around the site of Belville's principal building and much of Granitefield's site has been covered by residential development, while Rochestown House's has been completely covered by residential development.

There are no Architectural Conservation Areas (ACA) or scenic views and prospects of places of natural beauty or interest within the Site. The closest ACA is Foxrock, over 1km south-west of the Proposed Development, while the closest sites designated to preserve views and prospects are 235m south-east and over 1.5km east respectively. These mainly constitute views into the Killiney Golf Club parkland and Roche's Hill (designated pNHA, see Section 0), and, beyond them, prospect Killiney Hill. A segment of Churchview Road, approximately 350 m south-west of the Site, is also designated to preserve views.

Table 6.2 Cultural Heritage Sites

Site Code	Designation	Classification	Distance from Subject Site
60230133	NIAH Site	Post box	Within Site
1615	RPS	Flowergrove (Eaglewood House — gates)	0m
1615	RPS	Flowergrove (Eaglewood House — house, out offices and lodge)	22m east
60230135	NIAH Site	Eaglewood House	22m east
60230136	NIAH Site	National Rehabilitation Hospital	30m west
1543	RPS	Somerton Lodge	30m west
1541	RPS	Somerton House	30m west
60230131	NIAH Site	The Grange (convent/nunnery)	32m west
1449	RPS	The Grange Nursing Home	32m west
2114	RPS	Glenfield Farmhouse	40m east
60230128	NIAH Site	Fairholme (house)	42m north
60230132	NIAH Site	Kensington (house)	64m east
1476	RPS	Kensington Lodge	64m east
60230129	NIAH Site	Fairholme (gates/railings/walls)	125m north
023-015	RMP	Kill Abbey	180m north-west
1140	RPS	Kill Abbey	180m north-west
DU023-015	SMR	Ecclesiastical site	180m north-west
DU023-015009	SMR	Font	180m north-west
DU023-015001	SMR	Church	180m north-west
DU023-015008	SMR	Cross (present location)	180m north-west
DU023-015012	SMR	Cross	180m north-west
DU023-015004	SMR	Cross	180m north-west
DU023-015002	SMR	Graveyard	180m north-west
60230138	NIAH Site	Post box	200m west
DU023-015005	SMR	Cross	220m
DU023-015007	SMR	Bullaun stone	220m
60230130	NIAH Site	Abbey View (house)	230m north
DU023-015003	SMR	Ritual site - holy well	240m
60230126	NIAH Site	Kill Abbey (apartment/flat — converted)	290m north-west
DU023-015010	SMR	House (16 th century)	290m north-west
60230127	NIAH Site	Kill of the Grange Church (Kill)	325m west
2039	RPS	Kill Abbey Manor	325m west
023-016	RMP	Font	330m west
DU023-016	SMR	Font (present location)	330m west
60230125	NIAH Site	Grange Lodge (house)	335m west
023-027	RMP	Holy well and bush	490m south-west
DU023-027001	SMR	Ritual site - holy well	490m south-west
DU023-027002	SMR	Ritual site - holy tree/bush	490m south-west

Source: Historic Environment Viewer and DLRCC CDP 2022-2028 Interactive Webmap

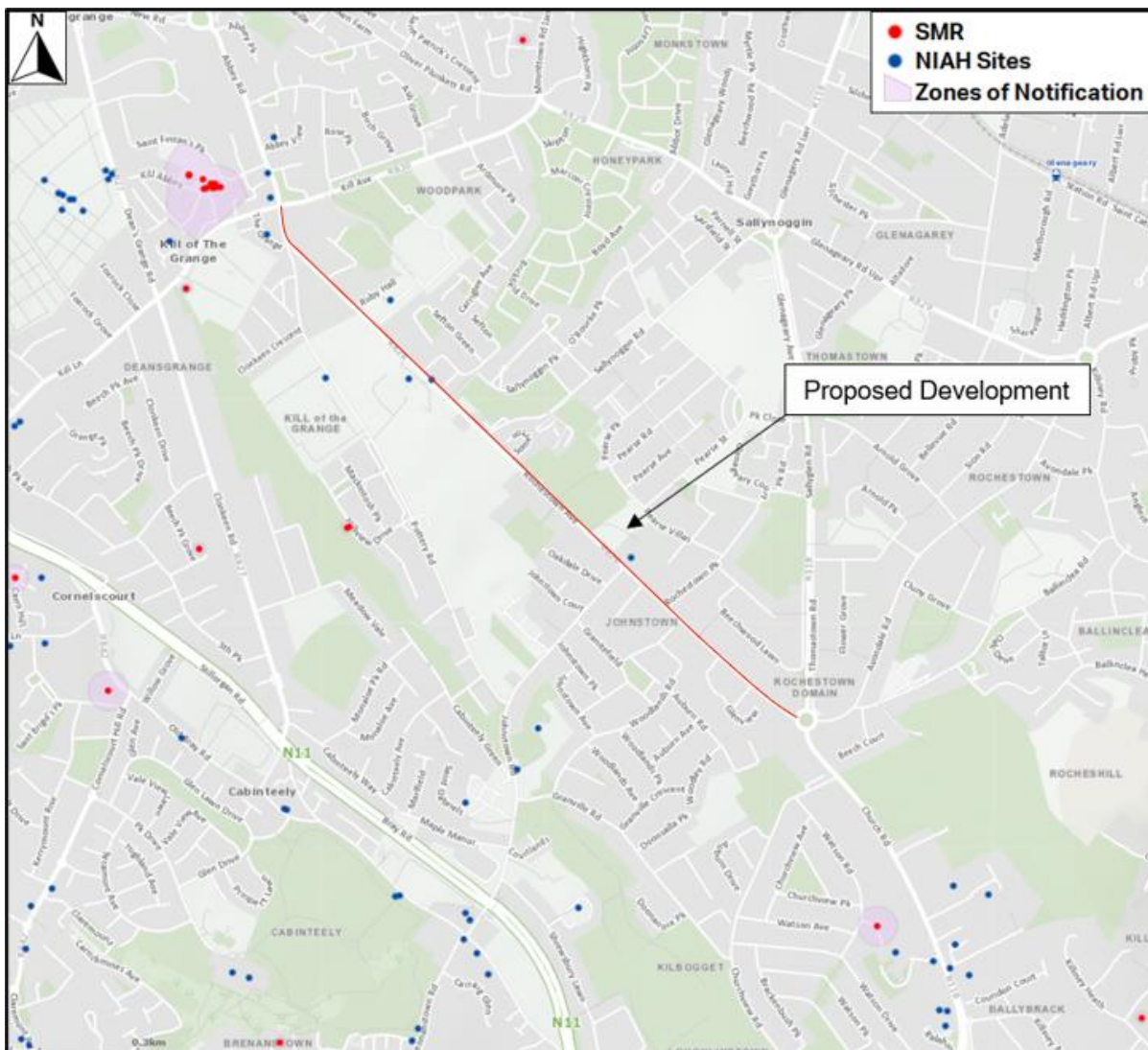


Figure 6-13 Cultural Heritage Sites in the surrounding environs of the Proposed Development (Source: Historic Environment Viewer)

An examination of Historic Ordnance Survey mapping revealed that Rochestown Avenue was bounded by large houses during the early 19th century. These houses and their associated grounds are largely gone now but some remnants are still present. These are a granite gate post at the former entrance to Ruby Hall, a granite gate post at the former entrance to Kensington and a stretch of boundary wall at Woodpark. These are unrecorded but can be classed as heritage assets.

Type and Characteristics of the Potential Impacts

This section of the report presents the magnitude and nature of potential impacts whilst considering the likelihood of significant effects on the environment resulting from the Proposed Development.

Magnitude and Spatial Extent of the Impact

Given the size, type and scale of the Proposed Development, any potential impacts that may arise from the Proposed Development during the construction and operational phases are likely to be limited to the Site boundaries and sensitive receptors in close proximity, including the built environment and properties.

The Nature of the Impact

Population and Human Health

The construction phase of the Proposed Development will potentially produce dust, noise, and visual impacts to nearby sensitive receptors (e.g., residential areas). However, given the size, type, and scale of the Proposed Development, and with the implementation of mitigation measures during construction as outlined within a Contractors CEMP (including for example mitigation measures for noise and vibration, air quality and climate, biodiversity, water, cultural heritage and an emergency spill response plan), the risks to human health (for example, due to water contamination or air pollution) is considered low. No significant negative effects are considered likely to occur as a result of the construction of the Proposed Development.

During operation, the Proposed Development will result in a positive and long-term impact on the local population by encouraging active modes of travel and by providing safer cycling infrastructure. These have the potential to improve the health of the local population by means of physical exercise and reduction of the use of private vehicles, potentially resulting in a local reduction in emissions from vehicular traffic and improvement of air quality in the local area. Therefore, no significant negative effects are considered likely to occur as a result of the operation of the Proposed Development.

Biodiversity

An AA Screening report with regards to the potential impacts of the Proposed Development on European sites was conducted by AECOM on behalf of the Applicant, as well as a Preliminary Ecological Appraisal (PEA) that consisted of an ecological walkover survey of the Site and an Ecological Impact Assessment (EclA).

The AA Screening concluded that *'there are no likely significant effects predicted from the Proposed Scheme on any European sites, SCI/QI species or supporting habitat'*. Furthermore, the in-combination assessment also concludes that no likely effects are predicted when considering the Proposed Development in combination with other projects or plans. Thus, there is no need to progress to the next stage of AA.

The Proposed Development is in an extensive urban area. Although it includes scattered trees and parkland, non-native shrubs, amenity grassland and small parcels of woodland, the majority of works will occur within existing areas of hardstanding and only a small amount of habitat loss is required to facilitate the Proposed Development. The PEA identified four ecological constraints that pose a minor constraint to the Proposed Development: habitat loss, the presence of invasive species, breeding birds, and potential presence of hedgehogs. The PEA report (submitted with the planning application) contains further details on the identified ecological constraints and outlines measures to be implemented that can fully mitigate those constraints identified so that there would be no overall significant impacts upon ecological features from the Proposed Development. These include:

- Compensating any habitat losses with by landscape planting;
- Incorporating native species of local provenance to provide habitats for birds, mammals, and invertebrate species;
- Managing proposed wildflower grassland in areas of open space in an ecologically sensitive manner;
- It is recommended that biosecurity measures are implemented as practicable to prevent the further spread of non-scheduled invasive non-native species including butterfly-bush and winter heliotrope. These measures must be clearly set out in a Method Statement for the works;
- Clearance works to be carried out outside of the bird breeding season (March to August inclusive), unless first checked by a suitably experienced ecologist;
- Provision of a means of escape from excavations (e.g., mammal ladder or ramps);
- Covering or fencing off any excavations at the end of each working day; and
- Capping of open pipes overnight.

The PEA also concluded that there are no terrestrial or hydrological pathways for effects to occur to any nationally designated site. No additional ecological surveys are recommended in the PEA.

Similarly to the PEA, the EclA details embedded mitigation measures incorporated into the design of the Proposed Development which aim to avoid or reduce adverse effects as well as specific mitigation measures for various ecological features, and concludes that “*there are not predicted to be any residual adverse ecological effects, on designated sites, notable habitats, or other protected or notable species*” and that “*in most cases, there is no effect or a negligible effect*” (refer to the EclA submitted with the planning application for further details). The EclA identifies slight beneficial effects of Site significance only for general breeding bird, insects and hedgehogs resulting from the proposed species habitat enhancement measures, including the installation of bird and bat boxes on local trees, replanting of trees and hedgerows, and seeding of local wildflower seed mix at locations around the Proposed Development. These enhancements and other landscaping works will require monitoring. A summary of the findings of the assessment of impacts and effects on ecological features presented in the EclA is shown in Table 6.3.

Table 6.3 Assessment of impacts and effects on ecological features

Ecological feature	Impacts and effects	Specific Mitigation	Scale of residual effect
South Dublin Bay and River Tolka Estuary SPA [0040240] (International)	No effects identified.	None needed.	None
South Dublin Bay SAC [000210] (International)	No effects identified.	None needed.	None
Dalkey Coastal Zone and Killiney Hill pNHA [001206] (National)	No effects identified.	None needed.	None
South Dublin Bay pNHA [000210] (National)	No effects identified.	None needed.	None
Habitats - woodland / scrub and scattered parkland and trees (Site)	Minor tree and scrub habitat loss. No loss of very mature trees which would be of greater biodiversity value by virtue of their age.	Trees and scrub planting to compensate for minor habitat lost as a result of the Proposed Development.	Negligible
Bats (Site)	Loss of potential roost sites: a single tree with low bat roosting suitability identified and to be retained. General disturbance of bats. Loss of foraging/commuting habitat: lack of significant linear habitat commuting corridors and connection to high value habitat for foraging and commuting bats identified within the area of study.	It is recommended that directional lighting be used such that light level is no more than one lux at the potential roost tree.	None
Other protected mammals – red squirrel, hedgehog, Irish stoat, Irish hare, pygmy shrew (Local)	Loss of potential habitat: limited suitable habitat available for other protected mammals identified.	Embedded standard mammal protection measures sufficient, i.e. means of escape from or covering excavations overnight, and capping of pipes overnight.	Negligible
Invasive non-native plant species – sycamore, cherry laurel, butterfly-bush, montbretia, snowberry, travellers joy, cotoneaster, and winter heliotrope (Local)	Potential for seeds/propagules of non-scheduled invasive species to be disturbed and transferred to new sites because of construction activities.	As good practice, it is recommended that biosecurity measures are implemented as practicable to prevent the further spread of these species. These measures must be clearly set out in a Method Statement for the works.	Negligible

Land and Soils

The risk of potential negative impacts occurring during both the construction and operational phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities, e.g., accidental spills and runoff from road surfaces.

The Proposed Development is located primarily on existing hardstanding surfaces and road verge, although some land acquisition will be required as part of the Proposed Development. Due to its size and location, no significant negative impacts as a result of land acquisition are considered likely to occur. Additionally, due to its scale and nature, it is not considered that large quantities of excavated material from within the site boundary will be required to be removed off site as waste. It is also proposed that construction material is sourced locally from licensed suppliers, where possible; therefore, excavation and filling impacts are not considered likely to result in significant effects on land and soils. Given the size and type of development, the use of natural resources for the Proposed Development is anticipated to be minimal and, as such, a significant effect on natural resources as a result of the Proposed Development is not considered likely.

The risk of potential negative impacts occurring during both the construction and operational phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities, for example, accidental spills and runoff from road surfaces. It is recommended that a Contractors CEMP be produced for the Proposed Development, to specify and define the required best practice standards, environmental guidelines and mitigation measures to be implemented during the construction phase. Taking this into consideration as well as the scale, size, nature, and type of Proposed Development, it is not anticipated that there will be any significant impacts to land and soils as a result of the Proposed Development.

Water

Development works by their nature have the potential to impact watercourses and groundwater by way of pollution. The risk of potential impacts occurring during the construction phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities: for example, accidental spills, sediment loading and runoff.

During the construction phase it is anticipated industry best practice pollution prevention measures (for example, CIRIA '*Guideline Document C532 Control of Water Pollution from Construction Sites*' (2001) and '*C648 Control of Water Pollution from Linear Construction Projects*' (2006)) will be implemented on site. In addition, it is recommended that a Contractors CEMP be produced for the Proposed Development, to reduce the potential of a pollution incident in the area and the risk of accidents from polluting substances entering surface waters and groundwater.

The Proposed Development will require new drainage gullies where new raised cycle tracks and pedestrian crossings occur. The proposed drainage strategy for the Proposed Development will be developed at the detailed design stage.

As stated in Section 6.2.2, the closest surface waterbody is the Kill-O-The-Grange Stream (IE_EA_10K020200), approximately 300 m south-west. There are also three groundwater bodies beneath the Site. Kilcullen (IE_EA_G_003) and Wicklow (IE_EA_G_076) are both classified as a 'Poorly productive bedrock' and have achieved and maintained 'Good' status since the 2007-2012 WFD Monitoring Cycle. Kilcullen is considered to be 'At Risk' of meeting WFD objectives while Wicklow's current WFD Risk status is being reviewed under the new WFD Monitoring Cycle; the status from the previous cycle is also reported as being under review. The third reported groundwater body is an Industrial Facility (P0019-02) (IE_EA_G_091), also classified as 'Poorly productive bedrock'. This waterbody has a 'Poor' status and is classified as 'At Risk'.

Taking into consideration the implementation of prevention measures to be identified within an approved Contractors CEMP during the construction phase (which would include inherent environmental controls, regulatory controls and best practice measures), that major excavations are not expected to occur during the construction phase, and given the size, type, and extent of the Proposed Development, no significant effects on water resources are considered likely during the construction phase of the Proposed Development. Additionally, the AA found no potential for effects on any waterbodies associated with the construction or operational phases of the Proposed Development.

Air Quality and Climate

Sensitive receptors to air quality include locations where members of the public are likely to be regularly present, such as residential housing and green areas. The main air quality impacts will be associated with dust generation during site preparation and construction works. In addition to this, fugitive emissions of airborne particulate matter are readily produced through the action of abrasive forces on materials and therefore a wide range of site preparation and construction activities have the potential to generate this type of emission, including:

- Land clearing and demolition;
- Earthworks;
- Equipment movements and materials transport;
- Vehicular transport;
- Construction activities (e.g., concrete, mortar and plaster mixing, drilling, grinding activities, etc.); and
- Windblown dust from temporary unpaved surfaces.

It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the Proposed Development during the construction phase. The implementation of appropriate mitigation measures and best practice measures will reduce the generation of dust during this phase. With the adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. Due to proximity to potentially sensitive receptors in the area (such as the National Rehabilitation Hospital), further consultation should be undertaken prior to any construction works to identify whether additional mitigation measures are required.

Climatic impacts are expected to be minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment. No significant negative effects in relation to climate are considered likely to occur given the size and scale of the Proposed Development. Additionally, the operational phase of the Proposed Development will provide new infrastructure to encourage active travel in the area with a potential reduction in emissions owing to a reduction in the use of private vehicles.

Noise and Vibration

The construction phase of the Proposed Development has the potential to increase noise levels at noise sensitive locations such as residential areas. The potential impacts are dependent upon the number and type of equipment employed during the works. Additionally, there is potential for ground vibration due to the construction phase works which will mainly derived from groundworks.

In Ireland, there are no statutory guidelines relating to noise limits for construction activities. These are generally controlled by local authorities and commonly refer to limiting working hours to prevent a noise nuisance. The National Roads Authority (NRA) (now TII) '*Guidelines for the Treatment of Noise and Vibration in National Road Schemes*' (NRA, 2004) outline recommended noise levels for construction noise during road works. The limits have become an acceptable standard for construction noise limits in Ireland. Table 6.4 details the NRA's 2004 Guidelines recommended limits. These limits should be adhered to during the construction phase.

Table 6.4 Maximum permissible noise levels at the facade of dwellings during construction

Day & Time	Noise Levels dB(A)	
	$L_{Aeq\ 1\ hour}$	L_{Amax}
Monday to Friday 07:00 to 19:00 hrs	70	80
Monday to Friday 19:00 to 22:00 hrs	60	65
Saturday 08:00 to 16:30 hrs	65	75
Sundays and Bank Holidays 08:00 to 16:30 hrs	60	65

In order to prevent vibration damage during construction works, the NRA 2004 Guidelines also recommend that vibration from road construction activities be limited to the values set out in Table 6.5. These values have been derived through consideration of the various international standards. Compliance with this guidance is predicted to result in little to no risk of damage to buildings from vibrations associated with the Proposed Development.

Table 6.5 Typical allowable vibration during road construction in order to minimise the risk of building damage

Frequency	Less than 10 Hz	10 to 50 Hz	50 to 100 Hz and above
Allowable vibration velocity (Peak Particle Velocity) at the closest part of any sensitive property to the source of vibration:	8 mm/s	12.5 mm/s	20 mm/s

Adherence to noise and vibration limits will be required at all times during the construction phase of the Proposed Development. It is recommended that a Contractors CEMP be produced for the Proposed Development. Noise and vibration limits will be outlined within the Contractors CEMP which will also include any other mitigation measures required to reduce any potential impacts and associated effects of noise and vibration on sensitive receptors, such as those described in the NRA's 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). With these measures in place, no significant effects on sensitive receptors are considered likely.

During the operation phase, there will be noise and vibration levels similar to those that existed prior to the Proposed Development.

Material Assets

During the construction phase of the Proposed Development, some realignment, addition, or replacement of services and utilities may be required in conjunction with or to accommodate the proposed works. These works could potentially result in suspension of services during the construction and diversion works, which could result in a temporary and negative effect on existing utilities networks. Prior to excavation works, the appointed Contractor will be supplied with accurate service drawings and site investigations will be carried out, if necessary, to ensure services are not damaged during construction works. It is anticipated that services and utilities will be protected in-situ, where possible. Should service suspensions be required during the construction phase, reasonable prior notice will be given to the residences in the area. The disruption to services or outages will be carefully planned so the duration is minimised. The timing of local domestic connections will be addressed between the Contractor and the local community at the detailed design stage.

No buildings are located within the footprint of the Proposed Development; therefore, there will be no requirement for significant demolition works. However, the Proposed Development will result in the partial loss of existing trees, road verge, and fencing. Additionally, some land acquisition will be required as part of the Proposed Development. These areas are road reservations (i.e., grass verges) and, although the exact extent is unknown at this stage, it is estimated to be approximately 2% of the area of the Proposed Development.

No significant effects are anticipated as a result of the realignment, addition, or replacement of services and utilities during the construction phases of the Proposed Development. Additionally, it is anticipated that the Proposed Development would have a positive effect on in this area through the improvement of local active travel infrastructure.

Waste

Exact quantities of waste volumes are not known at this stage. As mentioned in Section 6.1.5, major demolition works are not anticipated during the construction phase of the Proposed Development, nor is any significant cut or fill. Only a short segment within the Proposed Development, as described in Section 0, is expected to require notable cut into an existing embankment; however, cut volumes are expected to be minimum. As a result, large quantities of waste are not expected to be generated during the construction phase.

It is anticipated that industry best practice pollution prevention measures will be implemented on-site during the construction phase. It is recommended that a Contractors CEMP be prepared prior to construction, which will be implemented and adhered to throughout the construction phase of the Proposed Development. The Contractors CEMP should include a RWMP containing a number of control measures for the management of waste generated on the construction site. For example, all waste materials would be segregated on-site into appropriate categories including:

- Concrete,
- Bricks
- Asphalt, tar and tar products;
- Metals; and
- Dry Recyclables (e.g., cardboard, plastic, timber).

The waste hierarchy should also be considered as part of the RWMP.

Any waste produced as part of the Proposed Development will be dealt with in a sustainable manner and in accordance with waste legislation and guidance such as the Waste Management Act 1996 (S.I. No. 10 of 1996), the Waste Management (Amendment) Act 2001 and EPA 2021 Guidance *'Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects'*.

Where waste materials would be taken off-site for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed, permitted or certified waste facility. Should any contaminated waste be identified during the construction phase, it has been assumed it would be transferred off-site and disposed of at appropriately permitted or licensed facilities and would be subject to waste classification in accordance with relevant waste legislation such as the EPA's Classification, Labelling and Packaging Regulation (CLP) *'European Waste Catalogue and Hazardous Waste List'* (2002), EU Council Decision (2003/33/EC) of 19 December 2002 establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of Annex II to Directive 1999/31/EC, Council Directive 1999/31/EC on the landfill of waste, Waste Management Act 1996 to 2011, and the Environment (Miscellaneous Provisions) Act 2011 (No. 20 of 2011).

In line with the implementation of the recommended Contractors CEMP and other measures mentioned above, no significant effects are considered likely in relation to waste generated from the Proposed Development during the construction phases. Additionally, given the type of development proposed, no likely significant effects are anticipated during the operational phase.

Cultural Heritage

The Proposed Development is located within regional roads set within an urban landscape. This has undergone previous development which will have impacted any sub-surface archaeological remains which may have been present. There should be no impact to sub-surface archaeological remains within the Proposed Development. Although the potential for encountering sub-surface archaeological remains is low, it is recommended that a Contractors CEMP be prepared for the Proposed Development and include procedures for dealing with unexpected archaeological discoveries.

The Proposed Development was formerly lined with large houses and their associated grounds. The majority of these have now been replaced by modern development although the remains of several are still extant including a section of boundary wall to Woodpark and granite gate posts at the former entrances to Ruby Hall and Kensington Lodge.

The section of boundary wall has been modified during its lifetime including the addition of the post box (NIAH 60230133) during the 1920s. The wall around the post box has been removed although the small section in which it is set is still extant. The post box (NIAH 60230133) will be retained within the Proposed Development although there is the potential for accidental damage occurring during groundworks. It is recommended that the Contractors CEMP include procedures for protecting this heritage asset during the construction phase.

The remaining section of the Woodpark boundary wall will be removed under the Proposed Development. This wall is one of the last remnants of the Woodpark property although it is now largely out of context with the removal of the house and grounds at Woodpark and the urbanisation of the surrounding area. It is recommended that the wall is recorded through photography and a brief written record prior to removal.

The granite gate post at Kensington will be retained within the Proposed Development although there is the potential for accidental damage occurring during groundworks. It is recommended that Contractors CEMP include procedures for protecting this heritage asset during the construction phase.

The granite gate post at Ruby Hall will be moved a short distance from its current location. It is recommended that Contractors CEMP include procedures for protecting this heritage asset during the construction phase especially during its move. The gate post should be stored in a secure location if there will be a lapse in time before the gate post is re-erected in its new location.

The Proposed Development will create some impact to the settings of heritage assets located within close proximity through additional noise, vibration and dust. However, this impact will be temporary and limited to the construction phase. It is also noted that these heritage assets are located in a busy urban environment and so already subject to noise, vibration and dust from passing traffic.

Landscape and Visual

In landscape and visual terms, it is anticipated that some potential minor localised landscape and visual effects may result from the implementation of the Proposed Development. Temporary landscape and visual effects will arise as a result of construction works which are likely to involve earthworks, moving machines and construction works related to the provision of a suitable surface, landscaping and public realm enhancements at a number of locations.

The Proposed Development will not result in the expansion of the existing road network boundary. The Proposed Development will involve the modification of the existing road network, to include a cycleway, new surface treatment, road markings, lighting, and associated signage. In landscape and visual terms, it is anticipated that potential localised significant visual effects resulting from the Proposed Development will be limited to the immediate surroundings and occur during the construction phase only. The majority of visual effects will be temporary and relate to earthworks, moving machines, and construction works in relation to the surface upgrades and cycleway introduction. These works will be carried out within the existing road corridor and within the red line boundary.

At completion of construction works, residual visual effects will result from the introduction of the cycleway, new footpaths and signage, and some loss of grassland. These are considered to be permanent but not significant during the operational phase, as the completed development will be similar in nature and appearance to the current situation. The existing landscape character will not change as it is already defined by its residential nature, presence of businesses, and the road network. The Proposed Development will therefore integrate into the existing setting resulting in no change to the landscape character. Additionally, although 11 no. of trees will need to be removed to accommodate the works, all will be replanted or replaced within the Proposed Development boundary. In total 175 new trees will be planted along the scheme, significantly enhancing biodiversity.

None of these trees were found to be Category A quality and according to an arborist survey conducted on the 8th December 2022 (CMK Hort and Arb, 2022), and all are expected to be replanted or replaced within the Site. Prior to construction, a detailed Landscape Masterplan Plan will be prepared by a qualified landscape architect to describe in detail all mitigation measures associated with the Proposed Development.

Due to the location, nature, and size of the Proposed Development, no impacts are expected to result on scenic views and prospects of places of natural beauty or interest located in the surrounding environs of the Proposed Development as a consequence of the activities of the construction phase or during the operational phase.

In conclusion, significant visual effects will be temporary and arise during the construction phase only. At operation, landscape and visual effects are considered to be imperceptible as the Proposed Development will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognizable, it will be similar to the nature, character, and visual appearance of the existing infrastructure. It is therefore concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will be barely discernible and not significant.

The Transboundary Nature of the Impact

No likely significant transboundary impacts associated with the Proposed Development are anticipated.

The Intensity and Complexity of the Impact

The majority of the impacts are associated with the construction phase of the Proposed Development. However, with the implementation of appropriate mitigation measures, such as the implementation of a CEMP and associated inherent controls and adherence to appropriate national guidelines and codes of practice, it is not anticipated that Proposed Development will result in significant effects to the existing environment.

The Probability of the Impact

Given the nature, size and scale of the Proposed Development, there is a high degree of certainty in the magnitude, intensity, duration or consequences of any impact associated with the Proposed Development, and it is considered that the likelihood of significant negative impacts on the receiving environment is low. Additionally, no long-term negative impacts are anticipated as a result of the Proposed Development.

The Expected Onset, Duration, Frequency and Reversibility of the Impact

The majority of the impacts are associated with the construction phase of the Proposed Development. With the appropriate mitigation measures, potential impacts, including noise and dust impacts, will be temporary and transient in nature during the construction phase and will be reversible over time.

The Cumulation of the Impact of the Proposed Development with the Impact of other Existing and/or Consented Developments

A list of the cumulative developments considered is included in Appendix B of this report. These consist of a mix of residential, retail, and mixed-use development. Additionally, other developments in the vicinity of the Proposed Development include Active Travel schemes, the Proposed Development being functionally independent of them. A number of these developments are currently operational while others are still in construction phase and may not progress at the same time as the Proposed Development. Should the construction phase of the Proposed Development overlap with the construction of any other development, transient cumulative impacts and effects to occur such as impacts from dust and particulate matter associated with construction activities. Without mitigation these transient cumulative impacts could result in significant negative effects (for example increases in dust and particulate matter could potentially harm amenity, human health and ecology). It is not unreasonable to assume that the committed developments listed in Appendix B of this report, which have also gone through the planning process, will also implement standard and best practice mitigation measures to the extent that impacts are not significant. Providing compliance with standard best practice mitigation measures on all sites it is anticipated the likelihood and severity of these effects would likely be reduced.

Given the size, type, and extent of the Proposed Development, it is to be considered that the Proposed Development remains in line with the pattern of development in the area, with no likely adverse significant effects anticipated as a result of cumulative impacts.

The Possibility of Effectively Reducing the Impact

The Proposed Development is not anticipated to result in any significant effects. Where temporary and transient impacts are likely to occur, the implementation of appropriate mitigation measures will reduce the duration and intensity of the impact.

7. Screening Summary and Recommendations

As set out above, the Proposed Development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

For the purpose of a robust screening process, a sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive in order to determine whether or not the Proposed Development would be likely to have significant effects on the environment.

The likely impacts that will arise from the Proposed Development in the absence of appropriate mitigation measures have been evaluated in line with relevant guidance and regulatory frameworks noted in this report. If the recommended mitigation measures discussed in the respective sections of this report such as the production and implementation of a CEMP during the construction phase which includes: procedures for dealing with unexpected archaeological discoveries, procedures for protecting heritage asset during the construction phase, inherent environmental controls, regulatory controls and best practice measures, are applied and adhered to, no likely adverse significant effects are anticipated as a result of the Proposed Development. The Proposed Development does not screen in under mandatory criteria and, with implementation of appropriate mitigation and best practice measures, does not screen in for EIA under sub-threshold assessment.

8. References

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- Government of Ireland (2023). *Historic Environment Viewer*. Available at: <https://maps.archaeology.ie/HistoricEnvironment/> [Accessed: 16th of February 2023].
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Appendix A Screening Checklist

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – the construction phase will see alternations to the current pedestrian footpath and vehicular road. A segregated cycle lane will be added. Removal of vegetation would be required.	No – the alterations are not anticipated to result in a likely significant effect.
2. Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	Yes – some natural resources such as stone and asphalt will be required during the construction phase.	No – given the size and type of works required, a requirement for large amounts of natural resources is not anticipated.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes – during construction only.	No – it is recommended that a Health and Safety Plan, Contractors CEMPs, and a Spill Management Plan be in place and all site staff be briefed on the Health and Safety Plan prior to commencing works.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes – during the construction phase only.	No – given the size and type of works required and the implementation of recommended mitigation measures such as waste management measures (including a RWMP) which shall form part of the overall Contractors CEMP for the construction phase. The production of large amounts of waste as a result of the Proposed Development are not anticipated.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	No – the construction and operation phases will produce limited air pollutants.	No – air pollutants are expected to be minimal during construction. During operation, the Proposed Development has the potential to reduce the number of emissions being emitted on account of encouraging active travel.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes – some temporary adverse noise and vibration impacts may arise during the construction phase. Levels are anticipated to be similar to pre-existing levels during the operational phase.	No – given the type and extend of the Proposed Development, the temporary nature of the impacts, and considering the implementation of appropriate mitigation measures during the construction phase, no significant effects on sensitive receptors are anticipated.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters, or the sea?	Yes – there is the potential for contamination of land and possibly water during the construction phase only.	No – given the type and extent of works required and with the implementation of appropriate mitigation measures in place, such as those set out by a Contractors CEMPs and a Spill Management Plan, no significant effects are anticipated.
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes – during construction phase only.	No – given the type, extent, size and location of the Proposed Development, and with the implementation of a Health and Safety plan during the construction phase, which will be communicated to all site staff, no significant effects are anticipated. During the operational phase, the Proposed Development has the potential to reduce the risk of accidents through the safety improvements which form part of the design.
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes – it is anticipated that the Proposed Development will promote active travel, leading to healthier lifestyles and reduction	No – significant effects are not anticipated.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
	of emissions from vehicular traffic.	
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No – the Proposed Development remains in line with the pattern of development in the area and the objectives set out by DLRC for the road, and is functionally independent from other Active Travel Schemes or applications listed in Appendix B of this report. A list of planning applications that have been considered is provided in Appendix B of this report.	No – given the size, type, and extent of the Proposed Development, no likely adverse significant effects are anticipated as a result of cumulative impacts.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes – there is one NIAH Site (ID: 60230133) within the boundary of the Proposed Development as well as other features of cultural importance in proximity to the Site. There are no SAC or SPA within 1 km of the Site. The closest pNHA is Dalkey Coastal Zone and Killiney Hill (Site Code 001206), approximately 750m east.	No – NIAH Site (ID: 60230133) will be retained remain unchanged. With the implementation of procedures for the protection of cultural and/or heritage sites in the Contractors CEMP, and given the size, type and extent of the Proposed Development, no likely significant effects are expected on cultural and/or heritage sites.
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests, or woodlands, that could be affected by the Project?	Yes – there are areas such as waterbodies, treelines, and parklands.	No – Given the location, type, and extent of the Proposed Development, likely significant effects are not anticipated as a result of the Proposed Development.
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No – closest sensitive area is pNHA Dalkey Coastal Zone and Killiney Hill (001206), approximately 750m east.	No – due to the distance from the pNHA, nature, and size of the Proposed, and taking into consideration the conclusions of the AA Screening and PEA as well as the implementation of mitigation measures outlined in the PEA, no likely significant effects on sensitive areas or species are anticipated.
14. Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes – the Kill-O-The-Grange Stream is located approximately 300m south-west of the Proposed Development.	No – pollution prevention measures will be put in place to reduce the risk of contaminants polluting the surface waters.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No – construction works will be limited to the Site boundary and will not interfere with Views and/or Prospects in the surrounding environs.	NA
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes – there are businesses and a hospital located along Rochestown Avenue, where the Proposed Development is located.	No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only. The hospital can be also accessed through another road to the south-west (Pottery Road). During the operational phase, the Proposed Development has the potential for positive effects by providing greater access for cyclists and pedestrians.
17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes – during the construction phase, works may result in traffic diversion or delays.	No – taking into consideration the type, extent, size, and location of the Proposed Development, likely significant effects are not anticipated as a result of the Proposed Development.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes – the Proposed Development is located along a road network in an extensive urban area.	No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only.
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes – former boundary wall of Woodpark and the granite gate posts at Ruby Hall and Kensington Lodge.	No – potential effects are considered to be not significant and can be reduced through mitigation.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No – the Proposed Development is located in a built-up area.	NA
21. Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes – the Proposed Development is located in a predominantly residential area where some business, a hospital, and parks are present as well. Some land acquisition is expected as part of the Proposed Development.	No – land acquisition will be in areas such as road reservations (i.e., grass verges) and, although the exact extent is unknown at this stage, it is estimated to be approximately 2% of the area of the Proposed Development. While indirect impacts may occur on business, a hospital, and parks during the construction phase these would be transient in nature and restricted to the construction phase only.
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No – the construction phase works will be limited to the Site and, once operational, the Proposed Development will remain in line with the pattern of development in the area and the objectives set out by DLRC.	NA
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes – the Site is located in a built-up area.	No – given the nature, size, and scale of works associated with the Proposed Development, no significant effects are anticipated. The Proposed Development has potential to result in a positive effect by improving active travel infrastructure.
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes – there is a hospital along the Rochestown Avenue, where the Proposed Development is located.	No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only. The hospital can be also accessed through another road to the south-west (Pottery Road).
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	Yes – there are 3 groundwater bodies below the Site (one being an Industrial Facility).	No – given the nature and size of the Proposed Development as well as the implementation of appropriate control measures set out in the Contractors CEMP, no significant effects are anticipated.
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes – two of the groundwater bodies underneath the Site are 'At Risk' of not meeting WFD objectives.	No – given the nature and size of the Proposed Development as well as the implementation of appropriate control measures to be set out in the Contractors CEMP, no significant effects are anticipated.
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No – there is no record of flooding or severe adverse climatic conditions in the area.	NA

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
28. Summary of features of Project and of its location indicating the need for EIA	The Proposed Development extends along Rochestown Avenue located on a predominantly residential area in Dún Laoghaire- County Dublin. The Proposed Development was assessed under the mandatory criteria for an EIA as set out by the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended). It was determined that the Proposed Development did not qualify for mandatory EIA and further investigation into the sub-thresholds concluded that the Proposed Development did not trigger the need for an EIA under any of the discretionary requirements assessed as no likely adverse significant effects are anticipated as a result of the Proposed Development.	

Appendix B Cumulative Planning Search

Competent Authority	Ref. no.	Development description	Location	Final grant date	Distance from Subject Site (m)
DLRCC	D18A/0593	Permission for the following: Demolition of the garage and utility room to the side, and the construction of a part two storey; part single storey, extension (104sq.m) to the side and rear, of the existing residence. The extension will include the following: - (i) A two storey Montessori pre-school (75sq.m) for twenty two children to the side, and (ii) a single storey extension (29sq.m) to the rear of the residence. Planning Permission is also sought for (a) three car parking spaces and four bicycle spaces to the front of the property, (b) sign at entrance to property, and (c) minor changes to front fenestration, attenuation works and all site works associated with the proposed development.	203, Rochestown Avenue, Dún Laoghaire, Co. Dublin	31/10/2018	25
DLRCC	D17A/0915	Permission is sought for the following: The demolition of the existing Garage and Utility Room. Construction of a single storey wrap around extension to the side and rear of the existing house. The construction of a purpose built single-storey Montessori Pre-School to the rear of the existing house. Plus all associated site works.	203, Rochestown Avenue, Dún Laoghaire, Co. Dublin	18/01/2018	25
DLRCC	D15A/0364	Permission for development. The proposed development consists of the demolition of 2 no. residential units and associated landscaping works.	Lands at 106 (Clonkeen) and 108 (Prescally), Rochestown Avenue, Dún Laoghaire, Co. Dublin	27/08/2015	32
DLRCC	D17A/0163	Permission for the demolition of the existing electricity substation on the eastern side of the supermarket unit, the construction of a new electricity substation on the eastern side of the supermarket building, the construction of a single storey extension (area = 84sqm) for retail use on the north eastern side of the supermarket unit, the construction of a single storey extension (area = 16sqm) for retail use on the north western side of the supermarket unit and associated external signage and site works.	SuperValu Supermarket, Killiney Shopping Centre, Rochestown Avenue, Killiney, Co Dublin	24/05/2017	57
DLRCC/ABP	ABP30482319	Permission for a strategic housing development. The site is located to the west of the Graduate Roundabout and Church Road, to the north of Fairhaven and Churchview Road, and to the east of an area of open space. The proposed development will consist of: The demolition of 3 no. existing dwellings known as Culgrenagh, Briar Hill, and Hayfield; The construction of 210 no. residential units (apartments) in 3 no. blocks (A, B and C) ranging in height from 3 to 7 storeys, including lower ground floor / basement level, incorporating 27 no. 1-bed units, 160 no. 2-bed units and 23 no. 3 bed units; Apartment Block C includes a childcare facility with a gross floor area of 203 sq.m, with an adjacent external play area, and Apartment Block B includes a resident's amenity facility with a gross floor area of 130sq.m; A total of 227 no. car parking spaces are proposed to be provided, including 186 no. spaces at basement/undercroft level and 41 no. surface car parking spaces, including parking for visitors and set-down parking for the childcare facility. The development provides a total of 348 no. cycle parking spaces (surface and basement level). Bin storage and plant areas are also provided at basement level. The associated site development and infrastructural works will include upgrade of the existing access from Churchview Road, which also serves the Fairhaven development, and provision of an internal access road, associated upgrade works to Churchview Road, foul and surface water drainage, attenuation tanks, open space areas, hard and soft landscaping, 1 no. electricity substation, boundary treatments and all ancillary works on a total site area of 1.59ha. The site is zoned 'Objective A' – 'To protect and/or improve residential amenity' under the Dún Laoghaire-Rathdown County Development Plan 2016 –	Churchview Road and Church Road, Killiney, Co Dublin	15/10/2019	99

2022, under which the proposed uses are permitted in principle. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016 – 2022. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dún Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: www.churchviewroadshd.ie.

DLRCC	D13A/0468	Permission is sought for development that is adjacent to and within the curtilage of the protected structure known as "Kensington Lodge", Rochestown Avenue, Dún Laoghaire and is to include the following: the provision of 8 no. semi-detached and 4 no. detached (12 units total) two storey plus attic, 4 bedroom houses and is to include all associated infrastructure and site development works including drainage, landscaping and boundary treatment. Access is to be via existing internal access roads permitted by planning reference D05A/0579, with amended ramp and road layout and revised landscaping layout.	Kensington Lodge, Rochestown Avenue, Dún Laoghaire, Co. Dublin	05/12/2013	101
DLRCC	D18A/0398	Permission for a residential development consisting of the demolition of the existing 2 no. derelict dwellings on site and the construction of a total of 53 no. apartments in 1 no. apartment block (4 storeys over basement) comprising of 26 no. 1 bed apartments and 27 no. 2 bed apartments, all with private balconies/terraces, a basement consisting of bin stores, storage room, plant room, 57 car parking spaces, 2 motorcycle spaces, 54 bicycle spaces, 14 bicycle spaces at surface level, relocation of existing vehicular access onto Johnstown Court to now provide vehicular access to basement and all ancillary landscaping, boundary treatments, engineering and site development works necessary to facilitate the development.	Lands known as Prague, Johnstown Court, Johnstown Road, Dún Laoghaire, Co Dublin	21/11/2018	102
DLRCC	D14A/0625	Permission for the demolition of the existing glasshouse and Poly-tunnel (833sqm) for the purpose of erecting a new Poly-greenhouse (972sqm). The proposed new Poly-greenhouse will be utilised for horticultural purposes such as hardening and propagation of cuttings and general growing of plants.	112 Rochestown Avenue, Dún Laoghaire, Co Dublin	28/01/2015	103
DLRCC	D16A/0111	Permission for construction of 14 no. residential dwellings comprising 1 no. 5-bedroom detached part 2 & 3 storey house, 10 no. 3-bedroom (plus study) semi-detached part 2 & 3 storey houses and 3 no. 2 bedroom apartments in a single 3 storey block with projecting balconies, solar panels, car parking, vehicular and pedestrian access off existing entrance and driveway on Auburn Road, with associated landscape works.	Site of 0.356 ha at lands to rear of 214-216 Rochestown Avenue, Dún Laoghaire, Co Dublin	07/10/2016	154
DLRCC	D19A/0385	Permission for a residential development consisting of the demolition of the existing dwelling on site and the construction of a total of 50 no. apartments in 1 no. apartment block (3 to 4 storeys over basement) comprising of 21 no. 1 bed apartments and 29 no. 2 bed apartments, all with private balconies/terraces; a basement consisting of bin stores, plant room, 55 car parking spaces, 50 bicycle spaces and 3 motorcycle spaces; 14 bicycle spaces in a bike store at surface level; removal of vehicular access onto Johnstown Road and the provision of a new vehicular access onto Johnstown Court to provide access to basement and all ancillary landscaping, boundary treatments, engineering and site development works to facilitate the development.	Lands known as 'New Prague', Johnstown Court, Johnstown Road, Dún Laoghaire, Co Dublin	22/01/2020	164
DLRCC	D18A/0960	Permission at site area of approx. 0.11 ha. The development will consist of a new maintenance road incorporating a delivery set-down area, six maintenance car parking spaces, associated road lighting and all ancillary works and landscaping.	National Rehabilitation Hospital, Rochestown Avenue & Pottery Road, Dún Laoghaire, Co Dublin A96 P235	27/03/2019	170
DLRCC	D20A/0055	Permission for a residential development consisting of 14 no. 2 bedroom dwellings. The proposed development is comprised of (i) 2 no. 2 storey 2 bed semi-detached houses to be accessed off the existing Johnstown Court, off the existing Johnstown Road and (ii) 12 no. 2 bed apartments in 1 no.	Ellow Nook Avenue and Johnstown Court, off the	19/08/2020	170

		four storey block to be access off the existing Yellow Nook Avenue, off the Johnstown Road, and which will form part of the Carraig Bui residential development. The proposed development will have the effect of modifying Extant Permission Reg. Ref. D16A/0343 (An Bord Pleanála Ref. PL06D.247023). The proposed development also includes all associated site development works car / bicycle parking, open spaces, landscaping, drainage, infrastructural works etc. all on a site area of circa 0.19ha.	Johnstown Road, Cabinteely, Dublin 18		
DLRCC	D14A/0291	Permission for development comprising the construction of 2 no. 4 bedroom, 2.5 storey semi-detached dwellings in lieu of 1 no. 5 bedroom, 2.5 storey detached dwelling previously approved under An Bord Pleanála permission ref. PL06D.242432 (Dún Laoghaire Rathdown Co. Co. Reg. Ref. D13A/0315), including all associated site development works, all on site no. 7 now to be known as site nos. 7 and 8 (area circa 0.046ha).	Fairhaven, Churchview Road, Church Road, Killiney, Co Dublin	14/08/2014	180
DLRCC	D13A/0315	Permission for development comprising the construction of 9 no. 2.5 storey dwellings, comprising 8 no. 4 bedroom semi-detached dwellings (Type A) & 1 no. 5 bedroom detached dwelling (Type B). The development will include the blocking up of the 2 existing vehicular entrances, 1 located onto church Road and 1 located onto Churchview Road, with new vehicular and pedestrian access for this proposed development from Churchview Road (including the reservation of lands for the possible future access to adjoining zoned lands located to the north and west), all on a site area of approx. 0.286 ha. The proposed development includes for all associated on and off site development works, surface car-parking, landscaping, open space, boundary treatments.	Fairhaven, Church Road, Churchview Road, Killiney, Co. Dublin	16/01/2014	186
DLRCC	D16A/0669	Permission for a residential development comprising of the demolition of the existing two storey over basement house, later rear addition and boundary wall onto Abbey View and the erection of a four storey block of 14 no. apartment units (8 no. 1 bed, 4 no. 2 bed and 2 no. 3 bed units) and includes a new vehicular access from Abbey View Lodge, 8 no. car parking spaces of which 1 no. disability access space, 14 no. cycle parking spaces, landscaping, private and communal open spaces, refuse area, boundary treatments and all other associated infrastructural works above and below ground.	Site of 0.089 ha at Abbeyview House, Abbey View, Monkstown, Co Dublin	12/10/2017	219
DLRCC	D19A/0904	Permission for development of their existing site. The proposed developments consist of an expansion of their current Pharmaceutical facility with two no. manufacturing extensions to their existing facility. A 10 year permission is being sought for this proposed development. The proposed development comprises of the following; 1. 3 storey Pharmaceutical extension sized approximately 17,000 square metres and approximately 19mhigh (to match the height of the existing cold warehouse) located to the North of the existing Admin/Laboratory facility. 2. 3 storey Pharmaceutical extension sized approximately 5,000sqmand approximately 19mhigh located to the rear of the existing production facility including the removal of a section of the existing berm adjacent to the proposed extension. 3. Additional Plant and Equipment located to the West of the existing CUB building and a new boiler stack (circa. 18 metres high) to match existing stacks. 4. Carparking for approximately 515 additional cars located to the North of the current site, revisions to the existing carpark (including the removal of approximately 138 car parking spaces) and a pedestrian and bicycle link to the existing pedestrian entrance off Rochestown Avenue. The proposed works include site works, fencing stacks, landscaping, two underground surface water attenuation tanks and site lighting, roof mounted plant and vent stacks on both manufacturing building extensions and yard-based plant and equipment and single storey production links. 5. The proposed works include modifications to existing internal road layouts, single storey covered walkway to match existing and temporary contractors' compounds and carparking and modified entrance gates to Rochestown Avenue. 6. It's anticipated that the proposed extensions will be built in phases. This application consists of development for an activity for which a licence under Part IV of the Environmental Protection Agency Act 1992 (as amended by the Protection of the Environment Act, 2003) is required. An Environmental Impact Assessment Report ("EIAR") accompanies this application.	Amgen site, Pottery Road, Dún Laoghaire	12/08/2020	221

DLRCC	D15A/0347	Permission for: 1. The demolition of the existing factory and re-location of existing ESB sub-station. 2. The erection of 28 no. 3 storey dwellings comprising 16 no. 4 bed houses (c.158sqm in area) and 12 no. 3 bed houses (c.122-132sqm in area) each with terrace at upper floor to front elevation. 3. The re-design of existing vehicular access. 4. All associated development works to include landscaping, connections to existing services, provision of play spaces, bin stores and bicycle stands.	0.64 hectares site located to the rear of nos. 25-35 and between and to rear of 37-40 Abbey Road, Monkstown, Co Dublin	25/11/2015	226
DLRCC	D17A/0174	Permission for development within an application site. The development comprises of a 3m wide shared tarmac pedestrian and cycle path through an existing open space area within Sefton to facilitate a pedestrian/cycle link between Honeypark, Glenageary Road Upper, Dún Laoghaire and Sefton; permission is also sought for dishing of existing public footpath and kerbing at public road, and associated site development and landscaping works.	Sefton, Rochestown Avenue, Dún Laoghaire, Co Dublin	16/05/2018	236
DLRCC	D14A/0612	Permission for the demolition of the vacant four storey administration building, part of a two storey extension to the production building that provides staff changing rooms and toilets, offices and meeting rooms and a single storey medical block (total 2,110sqm), the construction of two storey 3,800sqm extension to the Pottery Road frontage to provide additional manufacturing and assembly floor area, offices, work areas and quality control laboratory at ground floor and a customer care centre, support area and canteen at first floor level; the installation of a panelised perforated metal screen above the existing single storey utility centre fronting Pottery Road and the reconfiguration of the existing surface car parking area along the Pottery Road frontage of the premises.	Site on Pottery Road, Dún Laoghaire, Co Dublin	07/05/2015	257
DLRCC	D17A/0560	Planning permission for development consisting of a 1,137sqm single storey plant room building on the roof of the existing building.	Pottery Road, Dún Laoghaire, Co. Dublin	21/09/2017	292
DLRCC	D16A/0343	Permission for a residential development of 48 no. dwellings comprised of 20 no. houses and 28 no. apartments. The proposed development consists of: (i) 12 no. 4 bedroom 2-3 storey semi-detached houses, (ii) 4 no. 5 bedroom 2-3 storey semi-detached houses, (iii) 4 no. 5 bedroom 3 storey semi-detached houses and (iv) 28 no. 1, 2, and 3 bed apartments in 2 no. 5 storey apartment buildings, with semi-detached car parking provided for under one of the buildings. Access to the proposed development is via an existing access delivered under a previously permitted development Reg. Ref.s PL06D.111754 and D97A/0883. The proposed development also includes all associated site development and infrastructure works, surface and semi-basement car parking, open spaces and landscaping, all on a site area of 1.14ha.	Yellow Nook Avenue, Johnstown Road, Cabinteely, Dublin 18	16/11/2016	296
DLRCC	D16A/0491	Permission for the construction of a single storey extension on the eastern elevation of the existing warehouse building on part of the existing staff car park, to provide additional warehouse and product dispatch floor area for the premises and the reconfiguration of the existing surface car parking area adjacent to the south eastern boundary of the site to relocate 20 no. staff car parking spaces.	Site on Pottery Road, Dún Laoghaire, Co Dublin	11/01/2017	329
DLRCC	D14A/0247	Permission for development consisting of: the construction of: (i) a single storey extension to the rear of the building (c.176sqm) involving the demolition of an existing single storey sheet metal workshop building (c.104 sqm); (ii) a single storey tool room building in the western corner of the site (c.296sqm) for a temporary period of five years; (iii) a single storey mould repair building on the existing car park on the southern side of the existing building (c.135sqm) for a temporary period of five years and (iv) the installation of a c.814sqm mezzanine floor at first floor over the production area within the existing building to provide temporary staff changing facilities and a canteen and office accommodation.	Site on Pottery Road, Dún Laoghaire, Co Dublin	24/07/2014	349
DLRCC	D19A/0181	Permission for: 1. Construction of a new pedestrian footbridge to Clonkeen Park. 2. Construction of an additional 2 no floors with rooftop plant enclosures, of office accommodation (c. 1302sqm) over the existing 'The Highline' building and associated internal alterations, resulting in a five-storey over basement office building. 3. Demolition of the existing 'Mentec House' and construction of a six-storey	Clonkeen Park, Dún Laoghaire, Co Dublin: & 'the Highlone' (Eircode A96 KW29) & 'Mentec	21/05/2020	372

		over basement 'Building-to-Rent' housing development providing 78 no. apartments (5 no. studios, 58 no. one-bed and 15 no. two-bed). The development will include 2 no. commercial/retail units (c.168sqm and c.475sqm), a cinema/tv room (c.53 sqm), a games room (c.50sqm), a lobby (c.49sqm), a refuse store (c.36sqm), a concierge and management office (c.8 sqm) and a communal lounge (c.71 sqm) opening onto a landscaped garden (c.190 sqm) at ground floor level. The development will provide 136 no. bicycle parking spaces and 163 no. car parking spaces in total, comprising 63 no. existing car parking spaces at grade spaces at 'The Highline' and 31 no. car parking spaces at grade and 69 no. car parking spaces at basement level of 'Mentec House. 4. New cycle ways and footpaths on the Pottery Business Park Access Road to the junction with Pottery Road. 5. All associated site and infrastructural works required to facilitate the development which include foul and surface water. SUDS drainage, lighting, landscaping, boundary treatments and hard landscaping.	House' (Eircode A96 K6P3) Dún Laoghaire Industrial Estate, Pottery Road, Dún Laoghaire, Co Dublin		
DLRCC	D18A/0071	Permission for the construction of a two storey extension to the front providing classroom, three SET rooms and a sensory room, two car parking spaces and all associated works.	Monkstown Educate Together National School, Kill Avenue, Dún Laoghaire, Co Dublin	26/04/2018	391
DLRCC	D13A/0527	Permission for development to consist of a single storey extension to the existing school, including four no. resource rooms, a toilet and associated circulation space, alterations to the existing car park area and provision of an additional car parking space.	Monkstown Educate Together NS, Kill Avenue, Dún Laoghaire, Co Dublin	15/01/2014	391
DLRCC	D17A/0868	Permission for demolition of fire damaged 'Arranmore' (c.229sqm) and fire damaged shed (c.13sqm) and fire damaged 'San Michele' (c.250sqm) at Church Road; the closing up of three existing vehicular accesses onto Church Road, while maintaining one as pedestrian/cycle access. Construction of residential development with new vehicular access through No. 19 Watson Road, consisting of 42 no. new residential units to include 18 no. dwelling houses comprising 8 no. 2 storey terraced 3 bed Type A units, 7 no. 3 storey terraced 4 bed Type B units, 2 no. 3 storey semi-detached Type BB units, 1 no. 3 storey end of terrace 4 bed Type B1 unit and 24 no. apartments within 2 no. 4 storey Blocks C and D with Block C comprising 4 no. 1 bed units and 12 no. 2 bed units with balconies/terraces to south-east, north-west and south-west elevations and Block D comprising 8 no. 2 bed units with balconies to north-east, south-east, north-west and south (ground floor only) elevations. Redesign of No. 19 Watson Road (c.175 sqm) to include removal of part of the house to provide a new access road and provision of a new rear extension (redesigned unit to be c.153sqm). All associated site development, landscaping, boundary treatment works, services provision and ancillary site works.	Site of c.0.9ha consisting of 'Arranmore' & 'San Michele', Church Road & No. 19 Watson Road, Killiney, Co Dublin	06/09/2018	420
DLRCC	D16A/0751	Permission for development to amend a previously permitted scheme (DLRCC Reg. Ref. D11A/0582, which has been subsequently amended by DLRCC Reg. Ref. D16A/0364) on a site area of 1.274 ha, approximately (reduced from the permitted site area of 1.373 ha (under DLRCC Reg. Ref. D11A/0582) to reflect the implementation of the Pottery Road Improvement Scheme to the southwest). The proposed development will consist of: the omission of permitted Building B (service facility building) (975sq.m.), resulting in the provision of hard standing areas for the parking of cars and associated landscaping; the omission of the permitted car wash; and alterations to the permitted car parking areas on the site. These changes result in the provision of an additional 18 No. car spaces (the car parking areas will accommodate customer parking, used car display, service workshop parking, new car parking, staff parking and electric charging parking). The proposed development will also consist of: internal alterations to permitted Building A (service centre and motor sales building) and amendments to its southwest elevation; the omission of the permitted open-sided canopy to an external vehicle display area; the provision of 2 no. motorcycle spaces; the relocation of permitted bicycle parking spaces; the provision (and alterations, where necessary) of boundary treatments; the provision of automatic barriers, gates to the northeast and southeast of Building A to facilitate access to staff car	The MSL Service Centre and the site of the former NRA Building, Pottery Road, Dún Laoghaire, Co. Dublin	18/01/2017	424

parking and a parking area for new cars, associated hard and soft landscaping, and lighting; and associated alterations to the permitted scheme's services (mechanical and electrical, water supply, sewage disposal and surface water disposal).

DLRCC	D15A/0531	Permission for redevelopment including: 1. Demolition of existing forecourt shop building, canopy, fuel pumps/pipework and decommissioning of fuel tanks. 2. Provision of new forecourt building with 100sqm retail shop, office/store and toilet facility. 3. New forecourt layout including canopy, fuel pumps, underground tanks, bin compound. 4. Ancillary signage, both illuminated and non-illuminated. 5. Widening of existing public footpath and relocation of pedestrian entrance on north-east boundary of subject site. 6. All associated site works.	Maxol Service Station, Sallynoggin Road Upper, Sallynoggin, Co Dublin	18/11/2015	436
DLRCC	D19A/0050	Permission for: 1. Demolition of single storey dwelling (142 sqm). 2. Construction of 5 no. dwelling houses (4 no. semi-detached three bedroom three-storey and 1 no. detached 3 bedroom three storey). 3. 10 no. on curtilage car parking spaces an private amenity open space to each dwelling. 4. New vehicular entrances on Woodlands Drive. 5. Landscaping, tree planting and boundary treatments. 6. SuDS surface water drainage, foul water potable water connections. 7. All ancillary works necessary to facilitate the development.	Lands at 13 Woodlands Drive, Cabinteely, Dún Laoghaire, Co Dublin	08/08/2019	499
DLRCC	D18A/0967	Permission for the demolition of all existing buildings including a habitable house and outbuildings and the construction of an infill development of 16 no. detached, semi-detached, terraced duplex dwellings and apartments with provision of 29 car parking spaces and including all associated site development works necessary to facilitate the development.	Knocknagarm House, Park Court, Glenageary, Co Dublin	31/07/2019	506
DLRCC	D14A/0610	Permission for the construction of 4 no. terraced two storey dwellings each with roof lights, new boundary walls, 4 no. separate vehicular entrances off Lanesville and all necessary landscaping, drainage and ancillary works to facilitate the development.	Carpark to the rear of The Farmhouse Inn, Lanesville, Monkstown Farm, Monkstown, Co Dublin	01/04/2015	591
DLRCC	D12A/0465	Permission is sought for the demolition of the existing single storey dwelling and outbuildings and the construction of 3 No. 2 storey dwellings including one dwelling with attic storage/plant room, 2 garages, access via the existing entrance and all associated site works.	Derriana, Church Road, Killiney, Co. Dublin	26/09/2013	605
DLRCC	D15A/0311	Permission for the demolition of existing public house/off-licence/outbuildings and development of (Block A - facing onto Monkstown Farm) consisting of two no. two storey dwellings and one no. three storey building with ground floor 50sqm commercial unit (Class 2 use) with one no. duplex dwelling above, (Block B - facing onto Baile Uí Liachain), 2 no. two storey dwellings. Roof lights to all units, new boundary walls, 5 no. separate vehicular entrances off Monkstown Farm and Baile Uí Liachain with all necessary landscaping, drainage and ancillary works to facilitate the development.	The Farmhouse Inn, Monkstown Farm, Monkstown, Co Dublin	01/10/2015	618
DLRCC	D20A/0118	Permission for development. The proposed development shall provide for the demolition of an existing vacant dwelling and the construction of 2 no. two storey, 2-bed semi-detached dwellings with a setback first floor to the rear; a rear garden; bin and bicycle storage; and 1no. car parking space for each unit. The development will include all site and development works associated with the proposed development.	20 Lanesville, Monkstown Farm, Dún Laoghaire, Co Dublin	21/12/2020	626
DLRCC	D14A/0346	Permission for development consisting of: demolition of existing two storey Chalet style dwelling, sub-division of existing site and construction of 3 no. four bed detached dormer style dwellings, measuring 238sqm, 227sqm and 206sqm respectively on site area, 1540sqm, utilising existing vehicular access off Arnold Park to be widened and relocated vehicular access off Avondale Road.	Site at 78, Avondale Road, Killiney, Co. Dublin	26/02/2015	632
DLRCC	D19A/0798	Permission for a residential and commercial development. The subject site is generally bounded by Monkstown Grove to the north, 'Credit Union House' to the east, Monkstown Farm and the Lambda	Lands comprising former Monkstown Mansions,	20/10/2020	642

		<p>Apartments to the south and 'Olcott' to the west. The proposed development will consist of: The demolition of existing two-storey known as Monkstown Manor and associated structures on site and the construction of 1 no. 3 to 4 storey building comprising of 1 no. ground floor commercial unit and 30 no. apartment units (12 no. 1 bedroom units and 18 no. 2 bedroom units with associated balconies/terraces); the provision of a new vehicular entrance onto Monkstown Grove, undercroft car parking for 11no. car parking spaces and 22 no. surface level car parking spaces along Monkstown Grove, 3 no. motorcycle spaces, 48 no. bicycle parking spaces, 1 no. ESB substation, plant room and refuse storage areas at ground floor level, new pedestrian access onto Monkstown Grove and Monkstown Farm; landscaping, including provision of a roof terrace, boundary treatment, drainage, and all associated site and infrastructure works necessary to facilitate the development.</p>	former Tyre Centre and rear of Carrickbrennan Credit Union, at Monkstown Farm and Monksotwn Grove, Blackrock, Co. Dublin		
DLRCC	D14A/0179	<p>Permission for development consisting of the demolition of existing buildings (2,460sqm) and associated site development works; the construction of a single storey Discount Food store (with ancillary off-licence sales) measuring 1,717sqm gross floor space with a net retail sales area of 1,254 sqm associated signage, consisting of 2 fascia signs (1.83sqm and 5.12sqm), 1 no. double sided pole sign to include opening hours with a total area (front and back) of 10.24 sqm and 3.34sqm; 2 no. poster frame signs at external trolley bay (1.73sqm each); a revised vehicle access off Pearse Street, surface car parking of 85 no. spaces and 21 no. cycle parking stands; an ESB substation of 14sqm; the provision of boundary treatments and all other ancillary and associated works.</p>	0.592 hectare site at Pearse Street, White & Delahunty Motors, Sallynoggin, Dún Laoghaire, Co Dublin	16/04/2015	647
DLRCC	D15A/0134	<p>Permission for revisions to the development permitted under Reg. Ref. D06A/0927 (PL06D.225947). The revisions will comprise the replacement of 15 no. previously permitted apartments (12 no. 3 bed and 3 no. 2 bed) with 27 no. proposed apartments (15 no. 3 bed, 10 no. 2 bed and 2 no. 1 bed) including balconies at the 4th and 5th floors, resulting in an increase from 186 no. permitted apartments in the entire Block B8 to a proposed 198 no. apartments in total. The development will also comprise ancillary elevational changes and revisions to parking provision to increase the total provision serving Block B8 by 10 no. (6 no. at grade to west of Block B8 and 4 no. at basement) from previous permitted total of 217 no. (178 no. basement spaces and 39 no. at grade) to a proposed revised total of 227 no. (182 no. basement spaces and 45 no. at grade). Basement revisions also provide for new storage areas to serve the proposed revised apartments and additional bicycle spaces. All on a site of 1.58ha (10,580 sqm) approx. at previously proposed/permitted apartment Block B8.</p>	Block B8 Honeypark, (the Southern Site Phase 1 development at the former Dún Laoghaire Golf Club Lands), Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	29/07/2015	716
DLRCC/ABP	ABP30133418	<p>Permission for a strategic housing development consisting of the demolition of existing buildings to comprise the single storey dwellings Smallacre, Rockwinds and fire damaged Woodlawn located on Church Road, and the two storey No. 66 Watson Drive, as well as the partial demolition and refurbishment of the former nursing home Kylemore Clinic of Church Road to include the demolition of outbuildings and partial demolition of a Gale Lodge relating to the former Clinic (total gross floor area of demolition c.1794sqm). The three existing vehicular accesses pertaining to Smallacre, Woodlawn and Rockwinds will be closed up and replaced with two pedestrian and cycle accesses. The proposed residential development will consist of the provision of 102 no. residential units (total residential gross floor area c.9222sqm) in a mix of 68 no. apartments, 13 no. courtyard units and 21 no. houses as follows: 68no. apartments within 6no. blocks comprising 5 no. 4 storey blocks (Blocks C, D, E, J and K) with terraces/ balconies on all elevations consisting of 11 no. 1 bed units and 51no. 2 bed units, and 1 no. 3 storey partially demolished, partially retained and refurbished 3 storey former Kylemore Clinic building (Block H) consisting of 5no. 2 bed units and 1 no. 3 bed unit; 20no. two and three storey terraced dwelling houses consisting of 12 no. (c. 109.6sqm) Type A 3bed units, 6no. (c. 162.1 sqm) 4bed Type B units, 1 no. (c.167.2sqm) 4bed Type B1 unit. and 1no. (c.167 2sqm) 4bed Type B2 unit; 3 no. 1 bed, 8 no. 2 bed and 2 no. 3 bed single and two storey Type L and Type M courtyard style houses (13no. total); 1 no. detached (c.113sqm) Type N 3bed single storey house within partiality demolished. partially extended and refurbished Gate Lodge to be accessed off Church Road. The development</p>	Lands measuring c.2.39 hectares at Kylemore, Woodlawn, Smallacre & Rockwinds, Church Road & No. 66 Watson Drive, Killiney, Co Dublin	06/07/2018	743

includes for the following: Provision of a total 163no. car parking spaces consisting of 84 no. surface bays and 79no. basement spaces within two underground parking facilities to include 4 no. visitor parking bays, 5no. disabled parking bays, 9no. motorcycle parking spaces, 22 no. electric car parking spaces, bin and bike stores to serve apartment Blocks D, E, J, and K; and the provision of a new vehicular and pedestrian access route to serve the proposed development via Watson Road to be facilitated by the partial demolition of the northern stone boundary wall at a location generally between the existing dwellings Curraun and Slous, the provision of a new pedestrian and cyclist route to the west of the subject site via the to-be-demolished no. 66 Watson Drive which will also facilitate surface and foul water connection to the existing public system In Watson Drive, the setting back of the front wall along the eastern boundary of the site to facilitate the proposed 'R118 Wyattville Road to Glenageary Road Upgrade and QBC Scheme, the maintaining of the existing right of way for the adjoining existing 5no. dwellings of St. Matthias Wood through the south east of the site to retain their existing vehicular access via the Kylemore gate lodge entrance and out to Church Road, the provision of all ancillary and associated site development works including 1 no. Electricity Supply Board sub-station (c.20sqm), landscaping, public lighting, boundary treatment works, services provisions, plant end ancillary works Including bin stores and bike storage. All on lands measuring c.2.39 hectares at Kylemore, Woodlawn, Smallacre and Rockwinds, Church Road; and No. 66 Watson Drive, Killiney, Co. Dublin bounded generally to the east by the Church Road, to the west by housing known as St. Matthias Wood and by Watson Drive, and to the north by an existing dwelling known as Derriana. The site is zoned 'A' Residential in the Dún Laoghaire Rathdown County Development Plan 2016-2022 under which the proposed uses are permitted in principle. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire County Development Plan 2016-2022.

DLRCC	D15A/0461	Permission for the construction of a two storey extension to the south of the existing school building (160sqm), to include staff offices on ground floor with library and resource rooms on first floor. The development will include the demolition of the existing external access stairs and construction of a new external access stairs to the existing play area at first floor, together with a new bicycle parking shelter, associated landscaping and site works.	Glenageary Lodge, Glenageary, Co Dublin (Dalkey School Project)	14/10/2015	758
DLRCC	D19A/0509	Permission for the following development , (i) The demolition of two no. existing detached flat-roofed single-storey two-classroom pre-fabricated buildings; (ii) the construction of a new flat roofed single-storey modular permanent building to accommodate five classrooms and various other ancillary functions, Staff Room, WC's etc., for the Red Door School; (iii) the construction of three detached flat-roofed single-storey modular permanent buildings each to accommodate a single classroom for the Dún Laoghaire Educate Together NS; (iv) the creation of new hard- and soft-landscaped play areas around the site; (v) the removal of the existing boundary treatments to the west and south sides of the site and their replacement with a new 2.4m high palisade-type security fence with similar styled access gates into the site from the existing Community Centre car-park; (vi) the provision of new internal 1.8m high security fencing to sub-divide the site between the two school facilities; (vii) the formation of a new car-park with 10 No. proposed new car-parking spaces and a set-down/drop-off facility inside a new site entrance which is to be accessed from Monkstown Grove via the existing Monkstown Community Centre car-park (viii) the construction of a new small ancillary Bin Store structure adjacent to the new site entrance, and (ix) all associated siteworks and services to facilitate the proposed development.	Red Door School & Dún Laoghaire Educate Together NS, Monkstown Grove, Monkstown, Co Dublin, A94 D3H7	02/03/2020	762
DLRCC	D13A/0073	Permission for development consisting of the construction of a special education resource suite to the rear of the existing school yard. The unit will be a single storey two class room unit with support ancillary spaces and facilities of 431sqm. The works include the moving of the existing TY prefab block through 90 degrees and circa 9m west and other associated site works and landscaping etc. The external treatment and finishes have been designed and selected to harmonise with the existing school and	Clonkeen College, Meadowvale, Blackrock, Co. Dublin	09/05/2013	794

proposed school extension (Reg Ref D10A/0689) and to enhance the schools learning environment. The existing school will remain fully operational through the construction period and requires no additional car parking provisions.

DLRCC	D14A/0413	Permission for development that will be accessed from the existing entrance on Beech Park Road and will consist of the following elements: (A) The demolition of the existing two-storey house 'Pembrin' and its associated out-buildings. (B) The construction of eight detached 4 bedroom 2-storey houses, one detached 3 bedroom 2-storey house and one detached 4 bedroom single-storey bungalow. (C) The installation of foul sewer and surface water connections to the side of no. 38 Beech Park Drive and north along Beech Park Drive for c.160 metres to connect into the existing public mains. (D) The widening of the existing access roadway from Beech Park Road to 4.8m wide and its modification and extension to serve the proposed new houses and (E) All other associated site development works.	Pembrin, Beech Park Road and no. 38 Beech Park Drive, Foxrock, Dublin 18	29/01/2015	794
DLRCC	D19A/1009	Permission for demolition of the existing single storey boiler-house and wash-house at the side of the existing house and the construction of 2 semi-detached two storey dwellings in the side garden of the existing property. Dwelling 1 to be comprised of a kitchen/dining room, utility room, front lounge, entrance hall, cloak room/toilet on the ground floor and 2 double bedrooms, 1 single bedroom, an en-suite and a bathroom on the first floor and a new vehicular entrance on Windsor Park. Dwelling 2 to be comprised of a kitchen/dining room, utility room, front lounge, entrance hall, stairs, cloak room/toilet on the ground floor and 2 en-suite double bedrooms and a walk-in wardrobe on the first floor and a new vehicular entrance and a new pedestrian on Windsor Drive and adjusted site boundaries to include part of the rear garden and part of the front garden of the existing house and associated site development works.	34, Windsor Park, Monkstown, Co. Dublin	21/02/2020	812
DLRCC	D12A/0222	Permissions is sought for a 10 Year period. The development will comprise of the following: 10 no. houses, including 4 no. 1 1/2 storey detached 4-bed houses and 6 no. 2-storey semi-detached 3-bed houses; solar panels on the roof of each house; 4 no. new driveways onto Avondale Road; relocation of existing bus shelter on Avondale Road; widening of existing vehicular entrance on Avondale Road so as to provide for two-way traffic movement, a new access road into the proposed housing scheme and the relocation of the existing school entrance gate; 25 no. surface car parking spaces; 10 no. bin stores; and all associated and ancillary site development works and landscaping. All at a site of c. 0.77ha at Avondale Road, Killiney, Glenageary, Co. Dublin. The application site is located within the grounds of Joseph of Cluny School & Convent (a protected structure).	Avondale Road, Killiney, Glenageary, Co. Dublin	24/01/2013	856
DLRCC	D16A/0747	Permission for a residential development. The development involves the demolition of the existing storage units/garages which shall be replaced by a residential development comprising of a mix of 15 no. residential units, 6 no. 1 bed apartment units in a three storey block, 4 no. 4 bed terraced houses over 3 floors and 5 no. 3 bed terrace houses over 3 floors, with car parking and all associated site works.	Former Eircom Depot, Dunedin Terrace, Monkstown, County Dublin	15/06/2017	883
DLRCC	D14A/0865	Permission for a mixed use development of 10,616sqm gross floor area, including the following: Block A is a part 4/part 5 storey building totalling 7,329sqm, accommodating a retirement home complex (7,154 sqm) comprising 141 bedrooms and all associated resident and staff facilities and ancillary accommodation. The building also accommodates 2 no. commercial units for use as a pharmacy (83sqm) and a café/restaurant (92sqm) fronting Sallynoggin Road Lower. The building encloses a private landscaped courtyard and has private roof garden for residents. Block B: Medical centre and associated ancillary accommodation within a 3 storey building of 551sqm gross floor area. Block C: supermarket with ancillary off licence sales area comprising 2,714sqm gross floor area (of which 1,225sqm is net retail sales area) with ground floor entrance area and circulation area providing access to first floor supermarket and with covered under-croft parking area at ground level beneath supermarket. The building presents as a 3 storey equivalent building with maximum height of 10.65m	Site (1.271 ha) at Sallynoggin Road Lower and Glenageary Avenue, Glenageary, Co Dublin (site of the former Deerhunter public house and adjoining lands).	06/10/2015	897

fronting Sallynoggin Road Lower. A total of 139 parking spaces are proposed for the overall site (including 63 parking spaces beneath supermarket and 76 surface parking spaces). Access will be provided from Sallynoggin Road Lower (which is to be widened and re-configured) with a secondary access from Glenageary Avenue serving the surface parking area adjacent to Blocks A and B only. Permission is also sought for associated ESB substation (22sqm), hard and soft landscaping, boundary treatment, signage and all associated site and development works.

DLRCC	D18A/0150	Permission for: 1. Demolition of the existing single storey out buildings to the rear of the garage to allow for new extension. 2. A two storey extension is proposed to the eastern façade, 37sqm at ground floor level comprised of the new kitchen and dining area, 47sqm at first floor level comprised of a new master bedroom, en-suite, wardrobe and family bathroom. 3. A new 7.8sqm first floor extension to the western façade comprised of two new en-suite bathrooms. 4. Internal alterations at both ground and first floor levels to facilitate access to the new extensions. 5. The ground floor alterations involves removal of existing terrazzo flooring to the existing kitchen area only. 6. Replacement of existing external windows with matching steel double glazed with new thermally broken steel frame windows. Window breakups will match the existing windows where replaced. 7. Addition of new opes in external façades to provide additional windows. 8. The existing fireplace to be removed to living room and replaced with new. 9. The existing roof level of the ground floor TV room to the western façade to be lowered to allow for the new en-suite bathrooms over. 10. All internal and external doors to be replaced with new. 11. Widening of existing vehicular entrance gate to the roadside boundary to 3.5m and refurbishing the existing steel gates for reuse in new ope. 12. All associated and ancillary site, ground and drainage works. A protected structure.	Annacrivey, Kill Lane, Foxrock, Dublin D18 Y0H1 (A Protected Structure)	26/07/2018	950
DLRCC	D19A/0198	Permission for the construction of a single storey building to be used as an additional childcare room for the existing Montessori Preschool and Afterschool which is operating out of the parochial hall. The proposal includes new landscaping to Saint Matthias Church grounds for the provision of child play areas. The proposed structure and the parochial hall are separate buildings within the grounds of St Matthias Church, which is a Protected Structure.	Saint Matthias Church grounds, Church Road, Killiney, Co Dublin A96 CP29	20/06/2019	998

Appendix D Newspaper Notice



The image shows a newspaper notice from Dún Laoghaire-Rathdown County Council (DLR). The notice is titled "NOTICE OF PROPOSED DEVELOPMENT BY LOCAL AUTHORITY" and refers to the Planning and Development Act, 2000 (as amended) and the Planning and Development Regulations, 2001 (as amended). The proposed development is the "ROCHESTOWN AVENUE – ACTIVE TRAVEL SCHEME" with reference number "PC/IC/02/23". The notice describes the proposed infrastructure, including pedestrian and cycling paths, landscaping, and drainage systems. It also mentions that an Environmental Impact Assessment (EIA) screening has been conducted and that an EIA report is not required. The notice provides information on where to inspect the plans and particulars, from Wednesday 14th June 2023 to Wednesday 12th July 2023. It also provides contact information for submissions and observations, including a website (www.dlrcoco.ie) and an email address (info@dlrcoco.ie). The notice is signed by the Dún Laoghaire-Rathdown County Council.

dlr
Comhairle Contae County Council

www.dlrcoco.ie

NOTICE OF PROPOSED DEVELOPMENT BY LOCAL AUTHORITY
PLANNING AND DEVELOPMENT ACT, 2000 (AS AMENDED)
PLANNING AND DEVELOPMENT REGULATIONS, 2001 (AS AMENDED)

PROPOSED DEVELOPMENT: ROCHESTOWN AVENUE – ACTIVE TRAVEL SCHEME
PC/IC/02/23

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as Amended), Dún Laoghaire-Rathdown County Council hereby gives notice of a proposal to construct as follows:

High quality pedestrian and cycling infrastructure to improve safety and promote active travel on: Rochestown Avenue (R828), Dún Laoghaire. It is proposed to install continuous, high-quality, and segregated cycling and walking facilities; improved public realm areas including incidental play features and to provide improved landscaping and biodiversity along the full extent of the scheme including sustainable urban drainage systems. It is also proposed to upgrade the existing signalised junctions to provide safer pedestrian and cycle crossings including junctions with Pottery Road, Sallynoggin Road, Johnstown Road, Rochestown Park and Granitefield. Finally, new pedestrian crossings will be provided at the entrance to Grangewood, Sefton, Pearse Park, eastern end of Pearse Park and Glenview.

In accordance with S.I. 476, 2011, Section 250, Planning and Development (Amendment) (No.3) Regulations, 2011 and S.I. 296, 2018 European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, Dún Laoghaire-Rathdown County Council has carried out screenings and has determined the following:

- An Appropriate Assessment is not required
- There is no real likelihood of significant effects on the environment so therefore the preliminary assessment has concluded that an Environmental Impact Assessment Report is not required.

Any person may, within 4 weeks from the date of this notice, apply to An Bord Pleanála for an EIA screening determination as to whether the development would be likely to have significant effects on the environment.

Plans and particulars of the proposals are available for inspection from Wednesday 14th June 2023 up to and including Wednesday 12th July 2023, at the Planning Department, County Hall, Marine Road, Dún Laoghaire between the hours of 10.00 a.m. to 4.00 p.m. and at the Council offices, Dundrum Office Park, Dundrum between the hours 9.30 a.m. to 12.30 p.m. and 1.30 p.m. to 4.30 p.m. Monday to Friday, excluding Bank Holidays and under DLR Consultations on the Council's website www.dlrcoco.ie.

Submissions or observations with respect to the proposals, and dealing with the proper planning and development of the area, may be made in writing on or before **Wednesday 26th July 2023** as follows:

- Conor Geraghty, Senior Engineer, Active Travel, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, CO. Dublin.
- DLR consultations on the Council's website at www.dlrcoco.ie or
- by email to info@dlrcoco.ie

Please note Submissions and Observations should be clearly marked "Rochestown Avenue Active Travel Scheme"

Dún Laoghaire-Rathdown County Council,
County Hall, Dún Laoghaire, Co. Dublin, Ireland
Comhairle Contae Dhún Laoghaire-Ráth an Dúin,
Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire
Tel: 01 205 4700 Email: info@dlrcoco.ie Web: www.dlrcoco.ie

**Appropriate Assessment Screening Determination under the
European Communities (Birds and Natural Habitats) Regulations, 2011 (as
amended)
for
Rochestown Avenue – Active Travel Scheme at
Dún Laoghaire, Co. Dublin**

Dún Laoghaire-Rathdown County Council is proposing to enhance the safety and attractiveness of Rochestown Avenue by providing necessary Active Travel infrastructure in an area where existing gaps of safe, continuous and consistent walking and cycling infrastructure are present. The proposed scheme will upgrade the pedestrian and cycle infrastructure along 2.2 km of road from Bakers Corner to the Graduate Roundabout; the urban realm will also be improved with new hard and soft landscaping, wildflower planting, SuDS measures and some street furniture and incidental play area close to the National Rehabilitation Hospital. The scheme will include works to the following roads:

The project consists of:

- Implement a 3.0m wide two-way cycle track running on northern side of Rochestown Avenue, with footpath on both the northern and southern sides of the road.
- Removal of the existing left turn slip lane westbound from Rochestown Avenue onto Pottery and implementation of a signalised 3-arm junction at this location with rationalised and shorter crossings points for pedestrians
- Upgrading of existing signalised junctions to provide safer pedestrian and cycle crossings including junctions with Pottery Road, Sallynoggin Road, Johnstown Road, Rochestown Park and Granitefield.
- New pedestrian crossings provided at the entrance to Grangewood, Sefton, Pearse Park, eastern end of Pearse Park and Glenview.
- Safer pedestrian crossing across all the access roads along the scheme with high-quality surfaces free of trip hazards and removed level differences between pedestrian areas.
- a shared pedestrian and cycling path with new public lighting across Pearse Park.

The scheme ties in at the western end with proposed DLRCC DL Central Active Travel Scheme at the junction between Rochestown Avenue and Kill Avenue, and at the eastern end with the existing layout at the Graduate Roundabout.

The total length of the proposed development is 2.2km of road surface.

Having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC), the Council determines that the proposal does not need to be subject to a Stage Two Appropriate Assessment (Natura Impact Statement).

It is considered that the Appropriate Assessment (AA) Screening Report Revision 2 (September 2023) prepared by AECOM Ireland Limited gives full consideration to the Directives.




Through an assessment of the pathways for effects and an evaluation of the project characteristics, taking account of the processes involved and the distance of separation from European sites, it has been evaluated that there are no likely significant adverse effects on the qualifying interests, special conservation interest or the conservation objectives of any designated European site.

Given the nature and scale of the proposed works to Rochestown Avenue, the proposed development will not lead to significant in-combination effects with any other plans or projects.

This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated. It is concluded that the proposed development will not give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or projects¹. Consequently, a Stage Two AA / Natura Impact Statement is not required for the project.

Signature


Senior Engineer

Signatory (Approved Officer)



Date

05/09/2023_____



**Environmental Impact Assessment (EIA) Screening Determination
under the Planning and Development Regulations 2001 (as amended)
for
Rochestown Avenue – Active Travel Scheme at
Dún Laoghaire, Co. Dublin**

Dún Laoghaire-Rathdown County Council is proposing to enhance the safety and attractiveness of Rochestown Avenue by providing necessary Active Travel infrastructure in an area where existing gaps of safe, continuous and consistent walking and cycling infrastructure are present. The proposed scheme will upgrade the pedestrian and cycle infrastructure along 2.2 km of road from Bakers Corner to the Graduate Roundabout; the urban realm will also be improved with new hard and soft landscaping, wildflower planting, SuDS measures and some street furniture and incidental play area close to the National Rehabilitation Hospital. The scheme will include works to the following roads:

The project consists of:

- Implement a 3.0m wide two-way cycle track running on northern side of Rochestown Avenue, with footpath on both the northern and southern sides of the road.
- Removal of the existing left turn slip lane westbound from Rochestown Avenue onto Pottery and implementation of a signalised 3-arm junction at this location with rationalised and shorter crossings points for pedestrians
- Upgrading of existing signalised junctions to provide safer pedestrian and cycle crossings including junctions with Pottery Road, Sallynoggin Road, Johnstown Road, Rochestown Park and Granitefield.
- New pedestrian crossings provided at the entrance to Grangewood, Sefton, Pearse Park, eastern end of Pearse Park and Glenview.
- Safer pedestrian crossing across all the access roads along the scheme with high-quality surfaces free of trip hazards and removed level differences between pedestrian areas.
- a shared pedestrian and cycling path with new public lighting across Pearse Park.

The scheme ties in at the western end with proposed DLRCC DL Central Active Travel Scheme at the junction between Rochestown Avenue and Kill Avenue, and at the eastern end with the existing layout at the Graduate Roundabout.

The total length of the proposed development is 2.2km of road surface.

Having regard to the EIA Directive 2011/92/EU as amended, Dún Laoghaire-Rathdown County Council determines that the scheme individually and in combination with other plans and projects, does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

It is considered that the EIA Screening Report Revision 2 (September 2023) prepared by AECOM Ireland Limited gives full consideration to the Directive and in particular to the requirements set out in the Directive for mandatory and sub-threshold EIA.

It has been found that the proposed development does not correspond to any project type in the Planning and Development Regulations 2001 (as amended). The proposed scheme has nonetheless been assessed in accordance with the criteria given in Annex III of the Directive to determine whether or not it would be likely to have any significant effects on the environment.

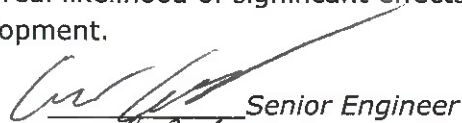


It is considered that the EIA Screening Report Revision 2 (September 2023) contains a fair and reasonable assessment of the likelihood of significant effects on the environment having regard to the foregoing and in particular to:

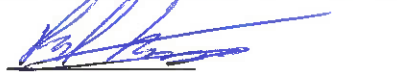
- The characteristics of the proposed development
- The location of the proposed development
- The types and characteristics of potential impacts
- Cumulation of effects with those arising from other existing and/or proposed projects
- Measures to avoid or prevent what might otherwise have been significant adverse effects on the environment
- The Appropriate Assessment Screening Report (by AECOM Ireland Limited) carried out pursuant to the requirements of the Habitats Directive

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development.

Signature

 Senior Engineer

Signatory (Approved Officer)



Date

05/09/2023

