

Clifton Scannell Emerson
Associates

Part VIII Planning Report

Sandyford Maintenance Depot



Client: Dun Laoghaire-Rathdown
County Council

Date: September 2021

Job Number: 21_046

Civil
Engineering

Structural
Engineering

Transport
Engineering

Environmental
Engineering

Project
Management

Health
and Safety

CONSULTING ENGINEERS



Document Control Sheet

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Issue No.	Issue Status	Date	Prepared by	Checked by
1 st	DRAFT	09/09/2021	PW	GE
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1 Introduction

This report has been prepared by Clifton Scannell Emerson Associates (CSEA) as part of the documentation in support of the Part VIII Planning Application for the development of the following:

- a new pedestrian and cyclist link between Drummartin Link Rd and Bracken Rd partially through the Sandyford Maintenance Depot,
- to retain the existing Sandyford Maintenance Depot including the existing egress road onto the Drummartin Link Rd used for salt spreaders and maintenance vehicles, cabin office and salt barn,
- and a new car park and sweeping bay within the boundary of Existing Depot.

The proposed scheme to be funded by TII.

This report documents the background and need for the proposed facilities, the proposed works to be undertaken and the basis for design of the proposed facilities.

2 Site Location and Description

The proposed site is located at Sandyford, Co. Dublin. The current access to the site is from the Bracken Road. The site is 1.11ha and it is bounded to the north and east by commercial lands, to the west by Drummartin Link Road and to the south by M50 within administrative area of Dun Laoghaire . Rathdown County Council.

The site has a high point at the existing egress road at 103.8m OD Malin and sloping to the north-east and east at 97.2m OD Malin.

Existing site structures will be proposed for retention as a part of this planning application.

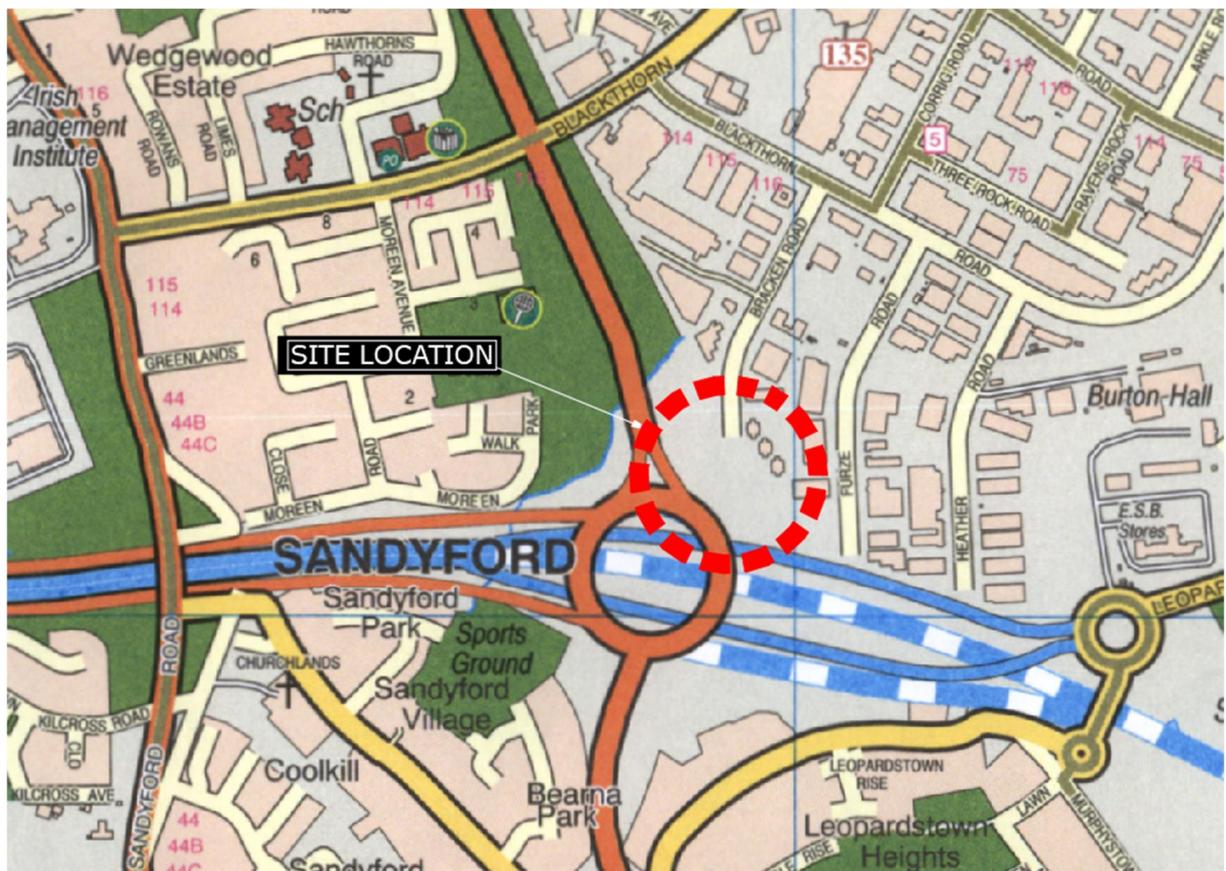


Figure 1. Site Location

3 Need for the Scheme & Existing Conditions

It is proposed to provide a new pedestrian/cyclist link connecting Drummartin Link Road with the Bracken Road, which will complement current and future routes within the area of Sandyford Business Park.

Existing site structures such as salt barn, office building, exit ramp and other small maintenance depot structures will be retained and will be maintained by the Globalvia Jons, the TII appointed motorway maintenance contractor for the area, who have possession of the site under a caretaker agreement with Dun Laoghaire-Rathdown County Council.

Description of the Proposed Works

3.1 Proposed Works Overview

The proposed development is located at Sandyford, County Dublin, to the northeast of Junction 13 of the M50 Motorway and within administrative area of Dun Laoghaire . Rathdown County Council. The current access to the site is from the Bracken Road.

The proposed development comprises of the following:

- a new pedestrian and cyclist link between Drummartin Link RD and Bracken Rd partially through the Sandyford Maintenance Depot. The proposed link is 114m and has 1.8m wide footpath and 3.0m wide two-way cycle track,
- to retain the existing Sandyford Maintenance Depot including the existing egress road onto the Drummartin Link Rd used for salt spreaders and maintenance vehicles, cabin office and salt barn,
- and a new car park with 12 no. spaces 2.5m x 5.0m,
- a new sweeping bay 10m wide x 20m long within the boundary of Existing Depot.
- Landscaped areas associated with the proposed works,

The proposed site layout is shown on Drawing Reference No. 21_046-CSE-GEN-XX-DR-C-2010.

Stage 1 Road Safety Audit has been carried out for the proposed development, where no major issues have been found. Refer to Appendix D for final RSA report.

3.2 Surface Water Drainage

There is an existing storm water system within the site, which includes system of pipes and manholes, attenuation tank, hydrobrake flow control device (5l/s discharge limit) and petrol interceptor installed downstream of the outfall from the attenuation tank.

The proposed increase of hardstanding within the subject site shall be served by the existing surface water drainage system.

The surface water runoff from the proposed pedestrian & cyclist link and adjacent grass area will be collected using filter drain along the link and discharged into the existing attenuation tank.

The existing attenuation tank has a 50m³ of spare capacity and will accommodate the additional surface water discharge.

For the surface water runoff from the proposed parking area, we propose permeable paving as the SuDS solution for this facility. The surface water will be accommodated by the storing within the parking sub-base underneath the permeable paving. The proposed SuDS device will treat and store surface water, which will intercept the first flush and slow down the rate of runoff from this area to the

existing surface water system. The car parking area of 375m² requires 6m³ of treatment storage to accommodate the first 15mm of rainfall. The sub-base will have approximately 40% voids and will provide c. 40m³ of surface water storage, which is more than required.

The surface water from the proposed sweeping bay will be discharged into the existing drainage system within the site boundary.

The existing and proposed surface water drainage network is shown on Drawing Reference No. 21_046-CSE-GEN-XX-DR-C-2020.

4 Impact of the Proposed Works

4.1 *Environmental Assessment*

An Appropriate Assessment Screening Report and Environmental Impact Assessment Screening Report have been prepared and are given in support of this planning application.

The Screening Report for Appropriate Assessment concludes that the project is not likely, alone or in combination with other plans or projects, to have a significant effect on any European Sites.

In the Environmental Impact Assessment Screening Report, the proposed works have been assessed as a sub-threshold Environmental Impact Assessment development and concluded that an Environmental Impact Assessment is not required.

Refer to Appendices B & C for details of both reports.

4.2 Flood Risk Assessment

The proposed site is located c. 80m south of the nearest modelled river shown on the extract from OPW www.floodinfo.ie in Figure 2 below.

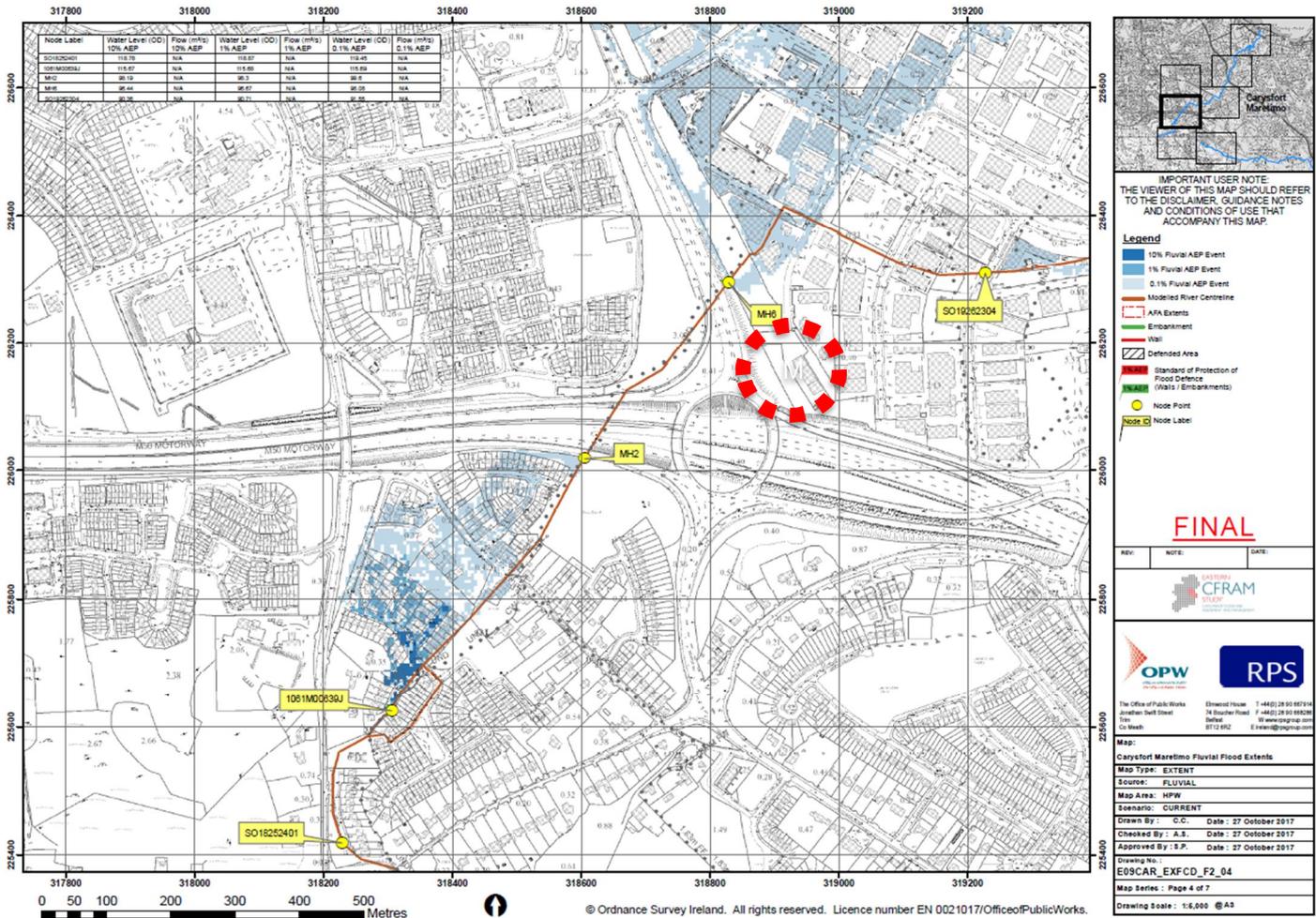


Figure 2. Flood Map – extract from OPW www.floodinfo.ie

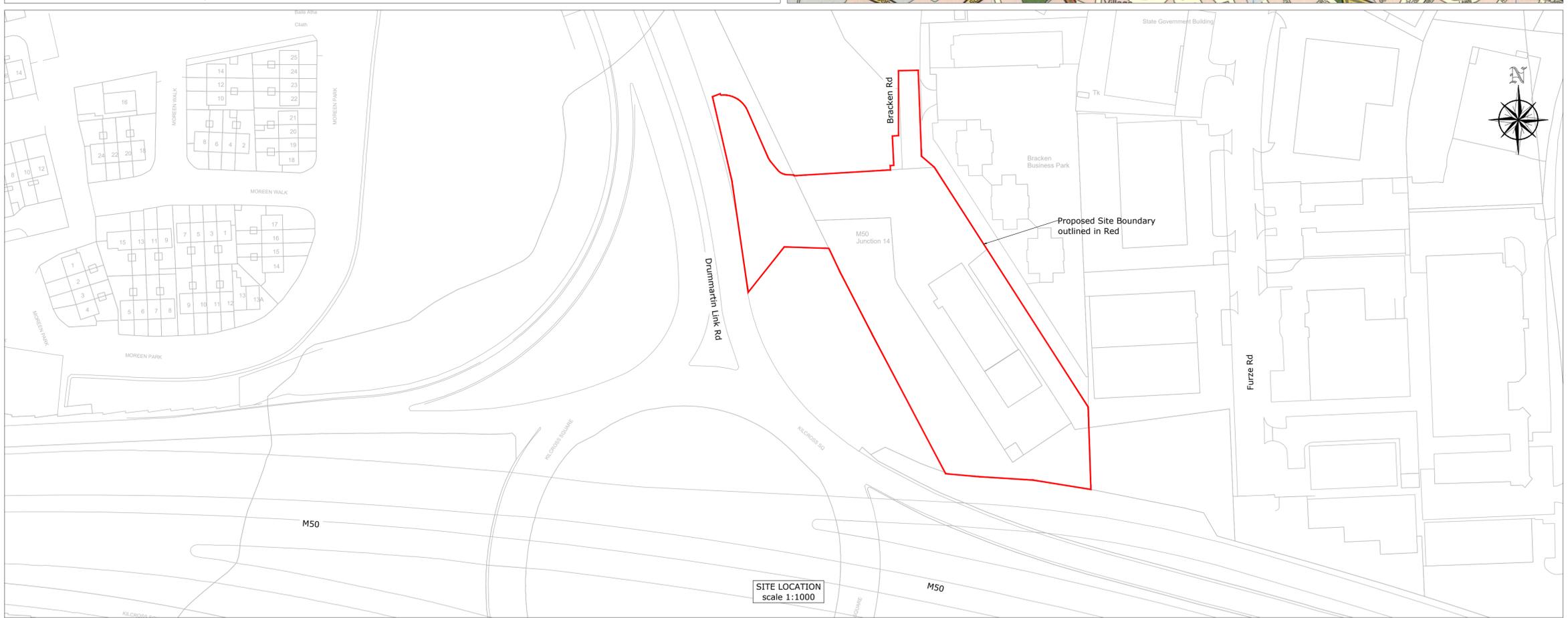
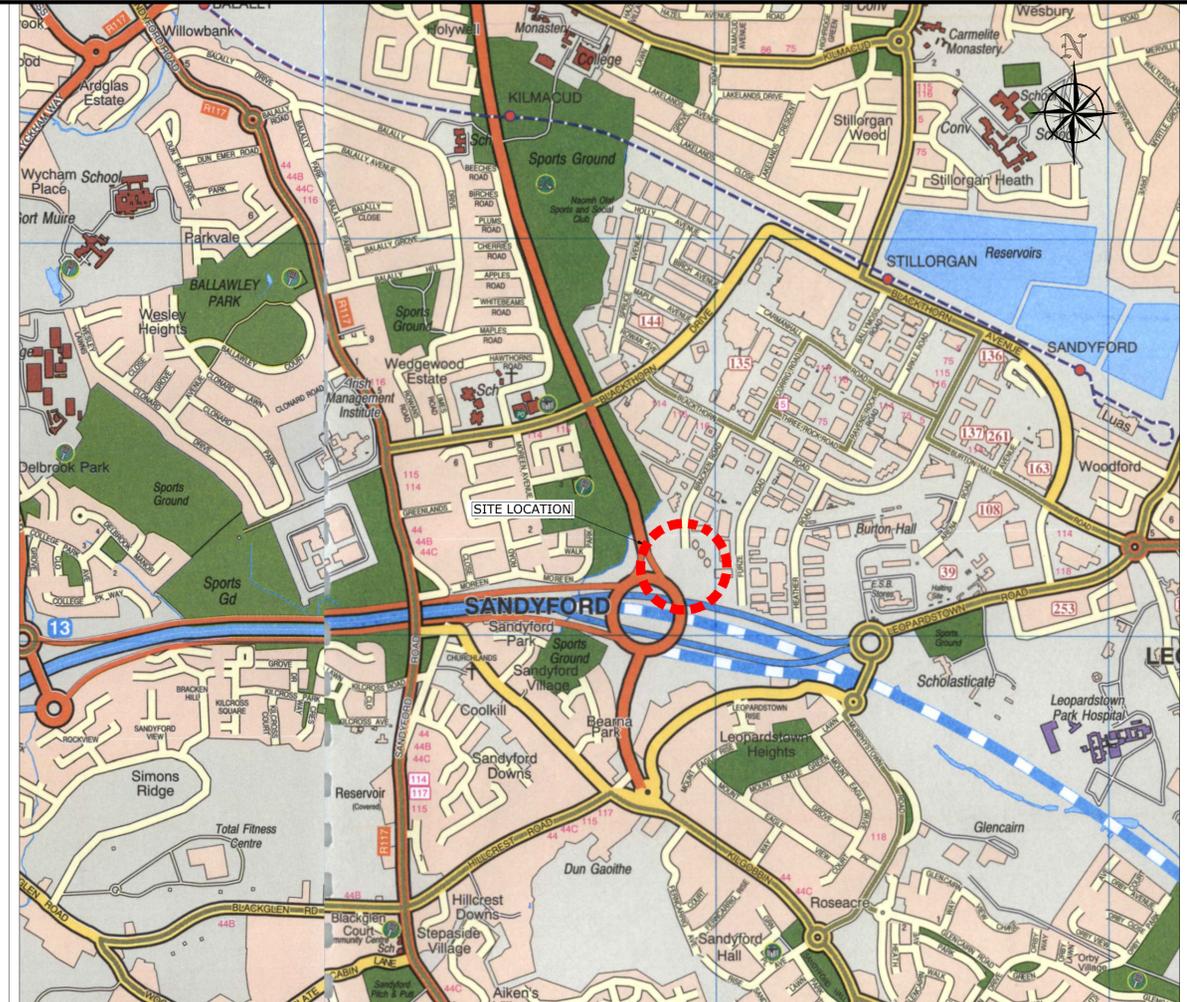
A flood risk assessment of the site indicates that:

- The site is located within flood zone C, where probability of flooding is low, less than 0.1% or 1 in 1000 years
- There is no historic risk of flooding at the site
- The proposed development is not at significant risk of flooding during storm events.

The subject site has a low risk of flooding on site, which is appropriate for the proposed development.

Appendix A: Drawings (at A3 size – also on display at A1 size)

- 21_046-CSE-GEN-XX-DR-C-2001 Site Location Map
- 21_046-CSE-GEN-XX-DR-C-2002 Site Boundaries
- 21_046-CSE-GEN-XX-DR-C-2010 Proposed Site Layout
- 21_046-CSE-GEN-XX-DR-C-2020 Existing & Proposed Drainage & Watermain Layout
- 21_046-CSE-GEN-XX-DR-C-2030 Proposed Landscape and Fencing Layout
- 21_046-CSE-GEN-XX-DR-C-2040 Proposed Sweeping Bay Plan & Details



Rev	Description	Drawn	Checked	Date

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DUN LAOGHAIRE-RATHDOWN COUNTY COUNCIL
SANDYFORD MAINTENANCE DEPOT
PART VIII PLANNING SITE LOCATION MAP

Drawn By: AMS Checked By: PW Date: NOV 2021

Project Code	Originator	Zone/Phase	Level	Role	Dwg. No.
21_046 - CSE - GEN - XX - DR - C - 2001					

S2 SUITABLE FOR INFORMATION NTS
Scale @ A1

Status Code	Suitability Description	Scale
P00	PLANNING	13_134K

Revision Project Status CSEA Job No.



- Legend:**
- Proposed 125mm Upstand Kerb
 - Proposed 50mm Upstand Kerb
 - Proposed Edging
 - Proposed Flush Kerb
 - Proposed Footpath - concrete
 - Proposed Cycle Track - bituminous
 - Proposed Access Road
 - Proposed Car Park - permeable paving
 - Proposed Sweeping Bay - concrete
 - Proposed Grass Verge
 - Proposed Blister Tactile Paving - Buff
 - Site Boundary

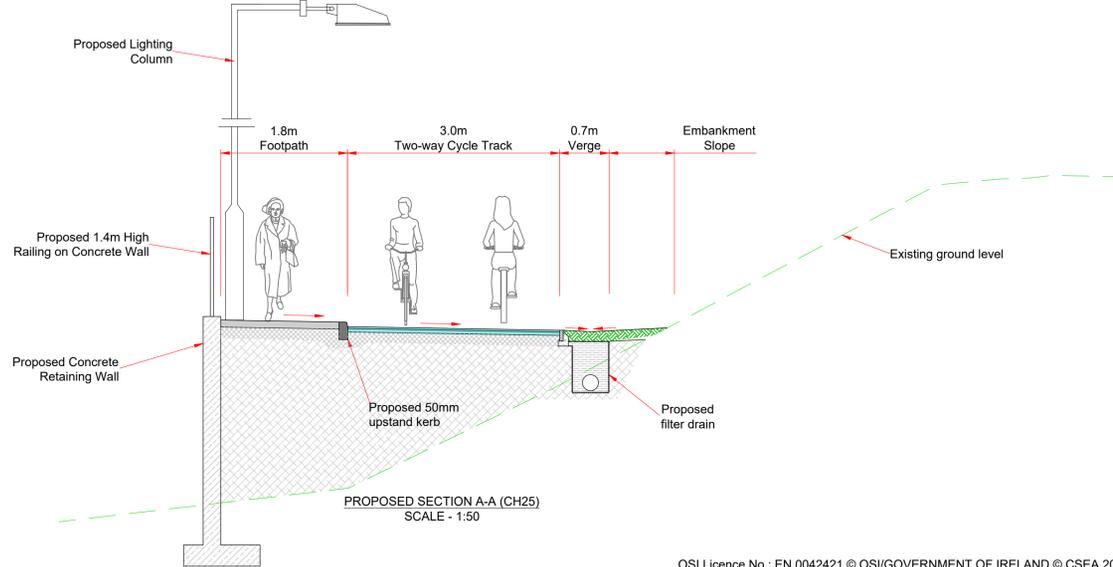
NOTE:
Existing motorway maintenance depot and existing egress ramp to be retained as shown on the drawing.



SITE LAYOUT
Scale 1:500

Chainage	Proposed Levels	Existing Levels	Level Difference	Horizontal Geometry
0.000	102.573	102.583	-0.010	R: 6.500 L: 0.368, 2.296
10.000	102.458	100.147	-2.311	L: 21.859
20.000	102.211	100.036	-2.175	R: 10.000
30.000	101.715	99.622	-2.093	R: 10.000 L: 2.804, 9.361, 8.357
40.000	101.220	100.810	-0.410	L: 12.588, 0.373
50.000	100.725	100.065	-0.660	L: 23.667
60.000	100.230	99.585	-0.645	R: 50.000
70.000	99.735	98.051	-1.684	L: 5.706, 6.201, 6.093
80.000	99.240	97.852	-1.388	R: 5.500
90.000	98.745	97.730	-1.015	L: 13.073
100.000	98.250	97.409	-0.841	
110.000	97.755	97.071	-0.684	
114.350	97.260	97.021	-0.240	

CYCLE TRACK LONGITUDINAL PROFILE
SCALE: H 1:500, V 1:500



PROPOSED SECTION A-A (CH25)
SCALE - 1:50

Rev	Description	Drawn	Checked	Date

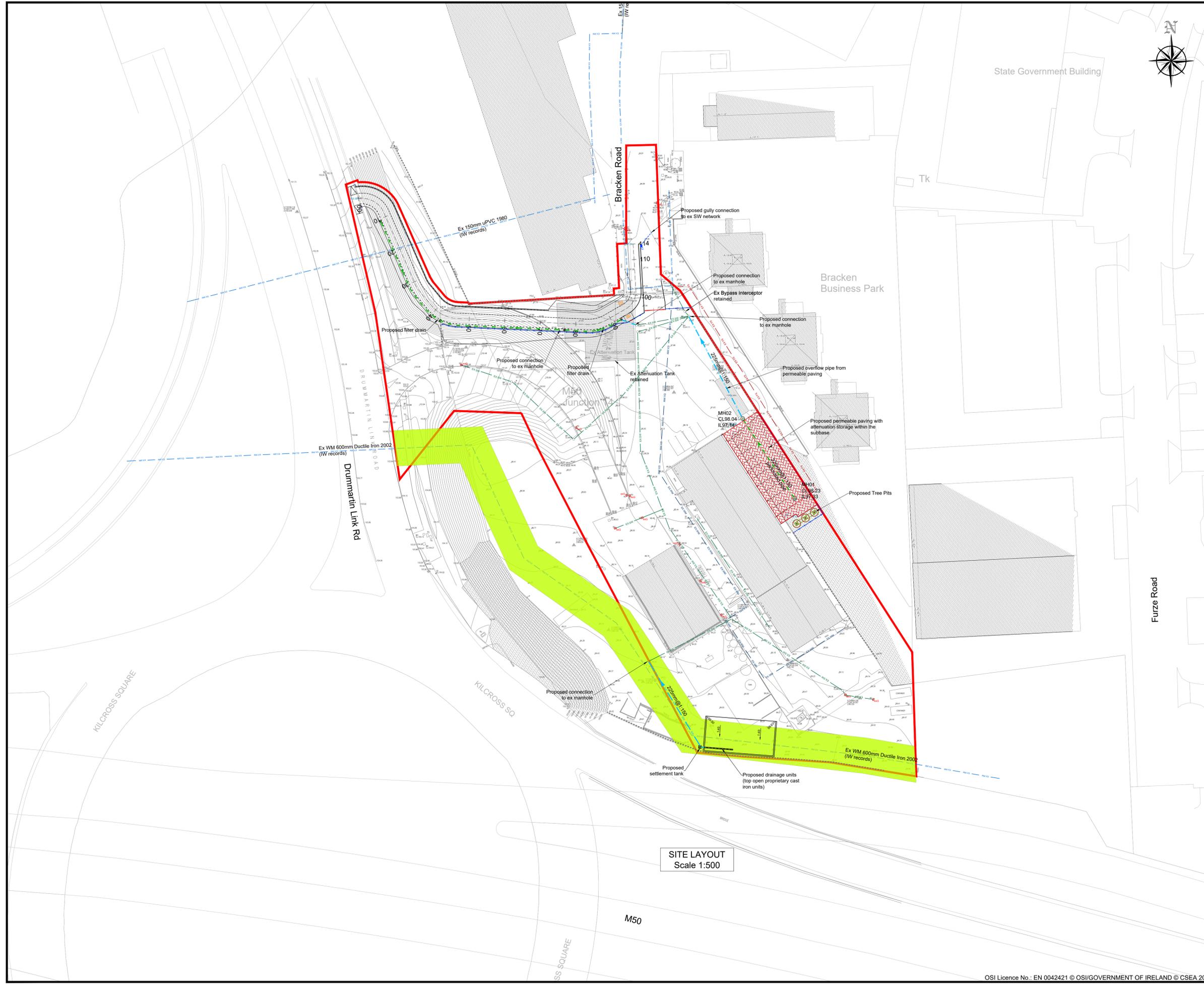
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DUN LAOGHAIRE-RATHDOWN COUNTY COUNCIL
SANDYFORD MAINTENANCE DEPOT
PART VIII PLANNING
PROPOSED SITE LAYOUT
AMS Checked By PW Date NOV 2021
21_046 - CSE - GEN - XX - DR - C - 2010
S2 SUITABLE FOR INFORMATION AS SHOWN
P00 PLANNING 13_134K



Legend:

	Proposed Surface Water Pipe
	Proposed Filter Drain with Perforated Pipe
	Proposed Top Open Drainage Units
	Proposed Settlement Tank
	Proposed Surface Water Manhole to TII Ref. No. CC-SCD-00504
	Proposed Filter Drain Inspection Chamber
	Proposed Gully Connection to proposed/existing surface water network
	Proposed Road Gully to TII Ref. No. CC-SCD-00510
	Existing Gully Retained
	Existing Surface Water Pipe
	Existing Foul Water Pipe
	Existing Watermain Pipe
	Existing Watermain Pipe (Irish Water records)
	Watermain Wayleave
	Site Boundary



Rev	Description	Drawn	Checked	Date

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DUN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

SANDYFORD MAINTENANCE DEPOT

Project
PART VIII PLANNING - EXISTING AND PROPOSED DRAINAGE & WATERMAIN LAYOUT

Dwg. Title
DRAINAGE & WATERMAIN LAYOUT

Drawn By AMS **Checked By** PW **Date** NOV 2021

Project Code	Originator	Zonal/Phase	Level	Type	Role	Dwg. No.
21_046	CSE	GEN	XX	DR	C	2020

S2 SUITABLE FOR INFORMATION 1:500

Status Code Suitability Description **Scale @ A1**

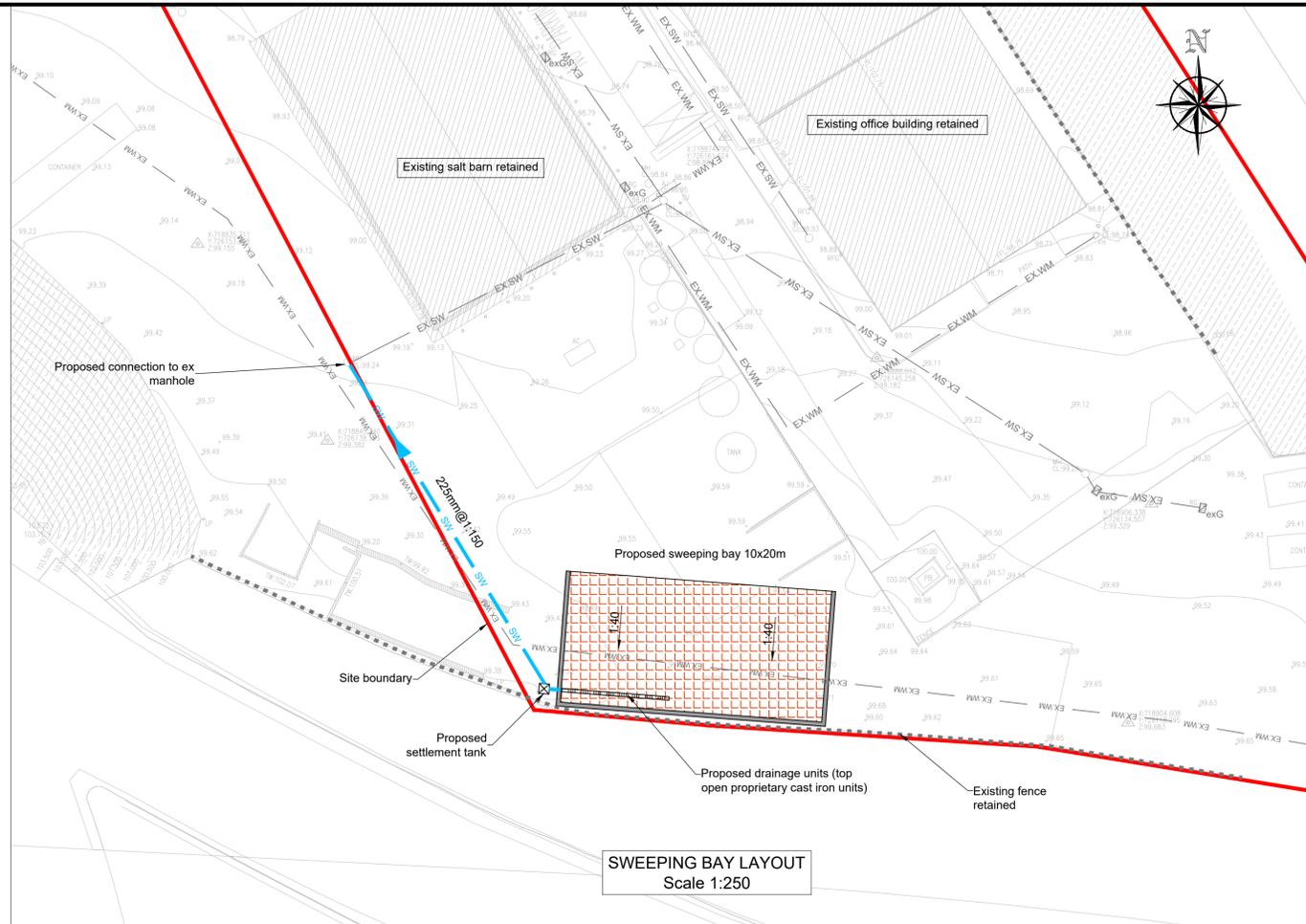
P00 PLANNING **13_134K**

Revision Project Status **CSEA Job No.**

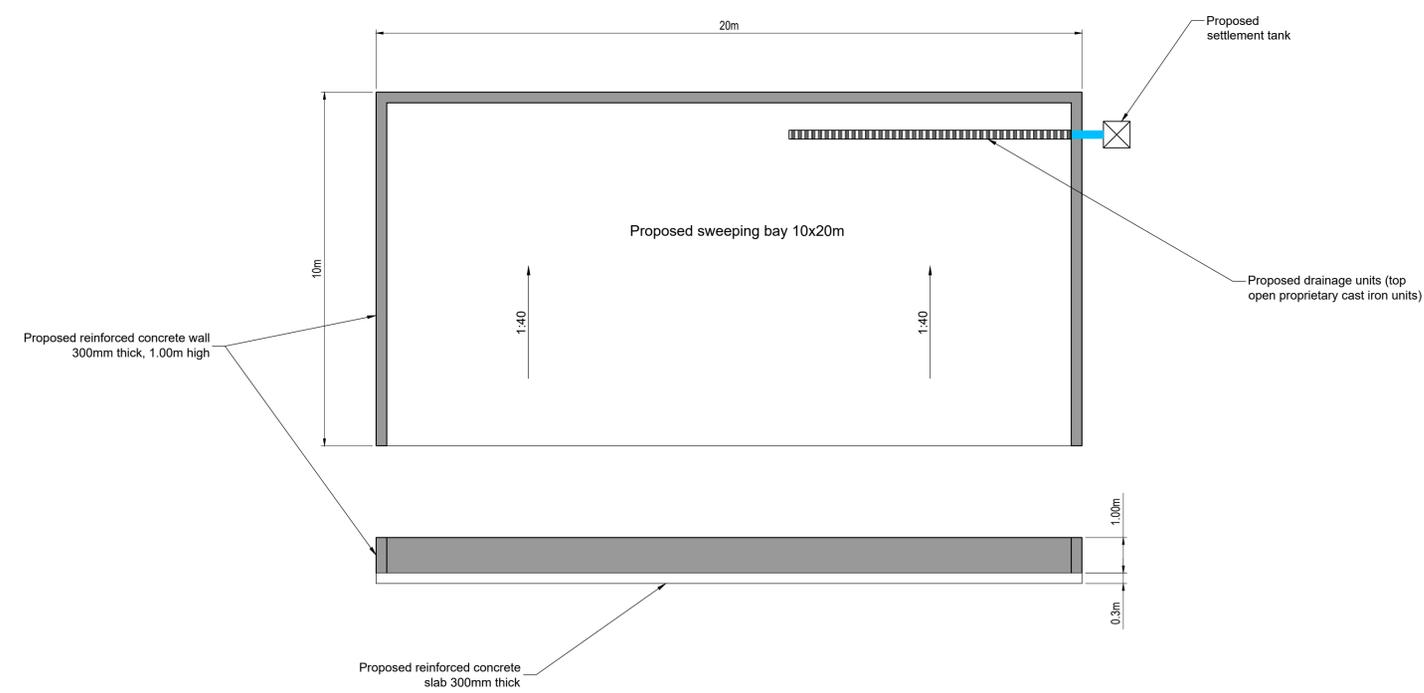


Legend:

- SW — SW Proposed Surface Water Pipe
- Proposed Top Open Drainage Units
- Proposed Settlement Tank
- EX SW Existing Surface Water Pipe
- EX G Existing Cully Retained
- Site Boundary



SWEEPING BAY LAYOUT
Scale 1:250



SWEEPING BAY DETAILS
Scale 1:100

Rev	Description	Drawn	Checked	Date

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DUN LAOGHAIRE COUNTY COUNCIL					
Client					
SANDYFORD MAINTENANCE DEPOT					
Project					
PART VIII PLANNING - PROPOSED SWEEPING BAY PLAN & DETAILS					
Dwg. Title					
Drawn By AMS Checked By PW Date NOV 2021					
Project Code	Originator	Zonal Phase	Level	Role	Dwg. No.
21_046 - CSE - GEN - XX - DR - C - 2040					
S2	SUITABLE FOR INFORMATION	AS SHOWN			
Status Code	Suitability Description	Scale @ A1			
P00	PLANNING	13_134K			
Revision	Project Status	CSEA Job No.			

Appendix B: AA Screening Report



Sandyford Maintenance Depot

Screening Report for Appropriate Assessment

Doherty Environmental Consultants Ltd

September 2021

Sandyford Maintenance Depot

Screening Report for Appropriate Assessment

Document Stage	Document Version	Prepared by
Draft	1	Pat Doherty MSc, MCIEEM

This report has been prepared by Doherty Environmental Consultants Ltd. with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for Dún Laoghaire-Rathdown County Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Dún Laoghaire-Rathdown County Council, care of Clifton Scannell Emerson Consulting Engineers to undertake a Screening Report for Appropriate Assessment for a proposed road maintenance depot at Sandyford, Co. Dublin (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the proposed works for the project).

This Screening Report for Appropriate Assessment forms Stage 1 of the Habitats Directive Assessment process and is being undertaken in order to comply with the requirements of the Habitats Directive Article 6(3). The function of this Screening Report is to identify the potential for the project to result in likely significant effects to European Sites and to provide information so that the competent authority can determine whether a Stage 2 Appropriate Assessment is required for the project.

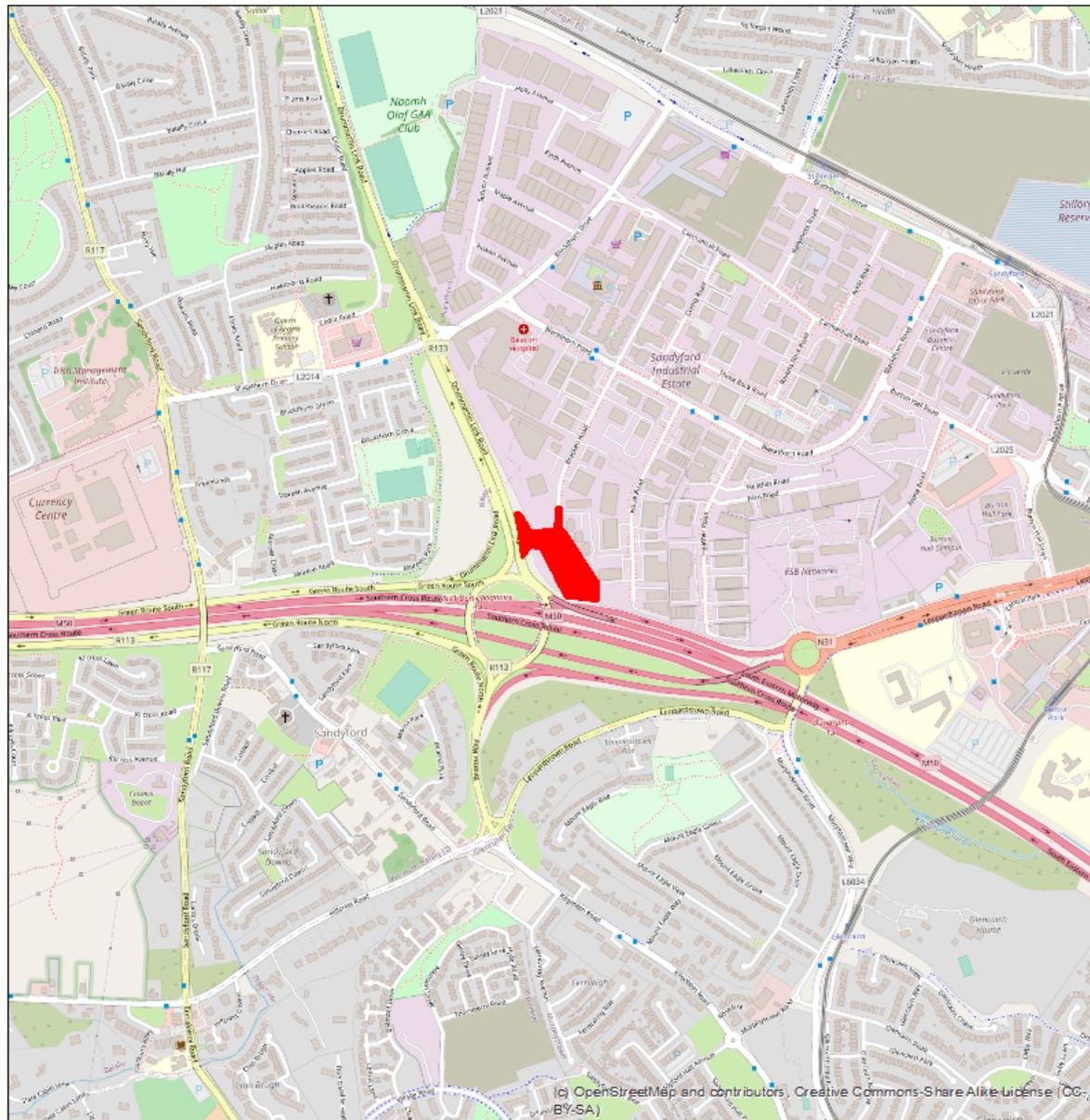
1.1 LEGISLATIVE CONTEXT

This Screening Report for Appropriate Assessment is being prepared in order to enable the competent authority to comply with Article 6(3) of Council Directive 92/43/EEC (The Habitats Directive). It is prepared to assess whether or not the project alone or in combination with other plans and projects is likely to have a significant effect on any European Site in view of best scientific knowledge and in view of the conservation objectives of the European Sites and specifically on the habitats and species for which the sites have been designated.

1.1.1 Requirement for an Assessment under Article 6 of the Habitats Directive

According to Regulation 42(1) of the European Communities (Birds and Natural Habitats) Regulations 2011 – 2015, the competent authority has a duty to:

- Determine whether the proposed Project is directly connected to or necessary for the management of one of more European Sites; and, if not;
- Determine if the Project, either individually or in combination with other plans or projects, would be likely to have a significant effect on the European Site(s) in view of best scientific knowledge and the Conservation Objectives of the site(s).



Sandford Depot

Figure 1.1

Site Location

 Site Boundary

0 0.075 0.15 0.3 Km



Drawn By	PD
Date	06/09/2021
Data Source	Bing

(c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



Sandyford Depot

Figure 1.2

Site Aerial

 Site Boundary

0 0.01 0.02 0.04 Km



Drawn By	PD
Date	06/09/2021
Data Source	Bing

This Report contains a Screening for Appropriate Assessment and is intended to assess and address all issues regarding the construction and operation of the Project and to inform and allow the competent authority to comply with the Habitats Directive. Article 6(3) of the Habitats Directive defines the requirements for assessment of projects and plans for which likely significant effects on European Sites may arise. The European Communities (Birds and Natural Habitats) Regulations, 2011 – 2015 (the Habitats Regulations) transpose into Irish law Directive 2009/147/EC (the Birds Directive) and Council Directive 92/43/EEC (the Habitats Directive) lists habitats and species that are of international importance for conservation and require protection. The Habitats legislation requires competent authorities, to carry out a Screening for Appropriate Assessment of plans and projects that, alone or in combination with other plans or projects, would be likely to have significant effects on European Sites in view of best scientific knowledge and the Site’s conservation objectives. This requirement is transposed into Irish Law by Part 5 of the Habitats Regulations and Part XAB of the Planning and Development Act, 2000 (as amended).

1.2 STAGE 1 SCREENING METHOD

This Screening Report has been prepared in order to comply with the legislative requirements outlined in Section 1.1 above and aims to establish whether or not the proposed project, alone or in combination with other plans or projects, would be likely to have significant effects on European Sites in view of best scientific knowledge and the Site’s conservation objectives. In this context “likely” means a risk or possibility of effects occurring that **cannot** be ruled out based on objective information and “significant” means an effect that would undermine the conservation objectives of the European sites, either alone or in-combination with other plans and projects (Office of the Planning Regulator (OPR), 2021) .

The nature of the likely interactions between the project and the Conservation Objectives of European Sites will depend upon:

- the ecological characteristics of the species or habitat, including their structure, function, conservation status and sensitivity to change; *and/or*
- the character, magnitude, duration, consequences and probability of the impacts arising from land use activities associated with the plan, in combination with other plans and projects.

This Screening Report for Appropriate Assessment has been undertaken with reference to respective National and European guidance documents: Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (DEHLG 2010) and *Assessment of Plans and Projects Significantly Affecting Natura 2000 sites – Methodological Guidance of the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*; Office of the Planning Regulator – OPR Practice Note PN01: *Appropriate Assessment Screening for Development Management*, and recent European and National case law. The following guidance documents were also of relevance during the preparation of this Screening Report:

- A guide for competent authorities. Environment and Heritage Service, Sept 2002. Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2010). DEHLG.
- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – Methodological Guidance of the Provisions of Article 6(3) and (4) of the Habitats Directive 92/42/EEC. European Commission (2001).
- Managing Natura 2000 Sites – The provisions of Article 6 of the Habitats Directive 92/43/EEC. European commission (2018).

The EC (2001) guidelines outline the stages involved in undertaking a Screening Report for Appropriate Assessment for projects. The methodology adopted during the preparation of this Screening Report is informed by these guidelines and was undertaken in the following stages:

1. Describe the project and determine whether it is necessary for the conservation management of European Sites;
2. Identify European Sites that could be influenced by the project;
3. Where European Sites are identified as occurring within the zone of influence of the project identify potential effects arising from the project and screen the potential for such effects to negatively affect European Sites identified under Point 2 above; and
4. Identify other plans or projects that, in combination with the project, have the potential to affect European Sites.

2.0 PROJECT DESCRIPTION

2.1 OVERVIEW OF THE PROJECT

It is proposed to Dún Laoghaire-Rathdown County Council provide:

- to provide a new pedestrian and cyclist link between Drummartin Link RD and Bracken Rd partially through the Sandyford Maintenance Depot
- to retain the existing Sandyford Maintenance Depot including the existing egress road onto the Drummartin Link Rd, cabin office and salt barn,
- and to provide a new car park and sweeping bay within the boundary of Existing Depot.

3.0 DESCRIPTION OF THE PROJECT AREA

The project site is comprised of an existing M50 motorway service yard. The ground cover within the project site consist of impermeable surfaces in the form of paved areas, portakabins, car parking areas and areas of grassy verge.

There are no watercourses or surface drains flowing through or immediately adjacent to the project site. The nearest watercourse, as mapped by the EPA, is the Carrickmines Streams, which is located approximately 80m to the northwest. This stream flows northeast and east and drains into the Loughlinstown River at Cherrywood to the southeast of the project site. The Loughlinstown River discharges to the Irish Sea at Shanganagh. The section of the Carrickmines Stream occurring to the west, north and east of the project site is culverted under existing buildings and artificial surfaces.

4.0 IS THE PROJECT NECESSARY FOR THE CONSERVATION MANAGEMENT OF EUROPEAN SITES

The project has been described in Section 2 of the Screening Report and it is clear from the description provided that the project is not directly connected with or necessary for the future conservation management of any European Sites.

5.0 EUROPEAN SITES WITHIN THE ZONE OF INFLUENCE OF THE PROJECT

Current guidance informing the approach to screening for Appropriate Assessment defines the zone of influence of a proposed development as the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. It is recommended that this is established on a case-by-case basis using the Source-Pathway-Receptor (SPR) framework.

As a first step in identifying the European Sites that could be connected to the project via SPR pathways all European Sites occurring in the wider surrounding area were identified. As can be seen in Figures 5.1 and Figure 5.2 nine European Sites, comprising three SPA and six SACs occur within the wider area surrounding the project site. All other European Sites are located at a remote distance from the project site. The qualifying features of interest/special conservation interests of these European Sites are listed in full in Appendix 1 to this report.

As the nearest European Sites (South Dublin Bay SAC and South Dublin Bay & Tolka Estuary SPA) are located approximately 4.5km (as the crow flies) overland to the northeast, the project will not have the potential to result in direct impacts to European Sites. Thus, this Screening exercise focuses on investigating whether it can or cannot be excluded, on the basis of objective information, that the project will have the potential to result in indirect effects to European Sites beyond the boundaries of their designated conservation areas.

Using the SPR framework, the project as described in Section 2 of this Screening Report, represents the source of potential impacts to European Sites.

Potential for impact pathways to occur are examined in Table 5.1 below. The only conceivable impact pathway that could connect the project site to European Sites in the wider area is considered to be a hydrological pathway. The qualifying features of interest/special conservation interests, as listed in Appendix 1, have been considered when examining the potential for a hydrological pathway to connect to the project to surrounding European Sites. Given the distance of the project site from the nearest European Sites, there will be no potential for noise, air, light or visual emission or human disturbance impact pathways to arise. In addition, the potential for a mobile species pathway to occur, through the reliance of mobile species, such as birds, otters, fish etc, that are listed as Annex 2 species, on the project site are not will not arise. This is due to the absence of any suitable habitat at the project site to support

mobile qualifying species/special conservation interest bird species of the European Sites occurring in the wider surrounding area.

The receptors represent European Sites and their associated qualifying features of interest.

European Sites and their associated qualifying features are likely to occur in the zone of influence of the project only where hydrological pathways establish a link between the project and the European Site.

Table 5.1 provides a determination as to whether the European Sites in the wider area surrounding the project site occurs within its zone of influence.

5.1 CONSERVATION OBJECTIVES

Generic conservation objectives have been published for all three European Site occurring within the wider area surrounding the project site. These generic conservation objectives aim to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which SACs and SPAs has been selected.

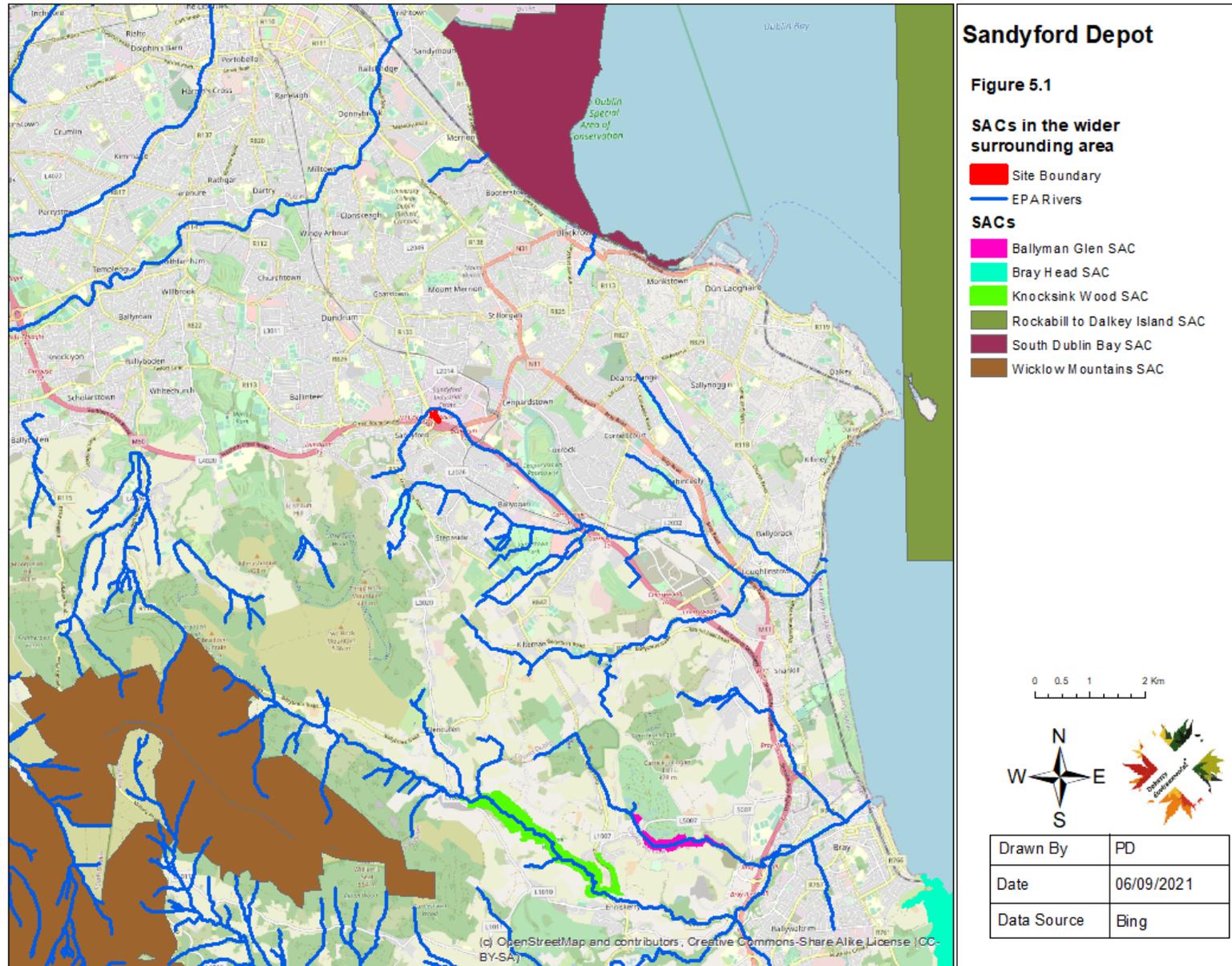
Favourable conservation status of a habitat is achieved when:

- its natural range, and area it covers within that range, are stable or increasing, and
- the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and
- the conservation status of its typical species is favourable.

The favourable conservation status of a species is achieved when:

- population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats,
- the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and
- there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

Site Specific Conservation Objectives have been published for the three European Sites occurring in the surrounding area. Details of the Site Specific Conservation Objectives for each of these European Sites can found on the NPWS website at <https://www.npws.ie/protected-site>.



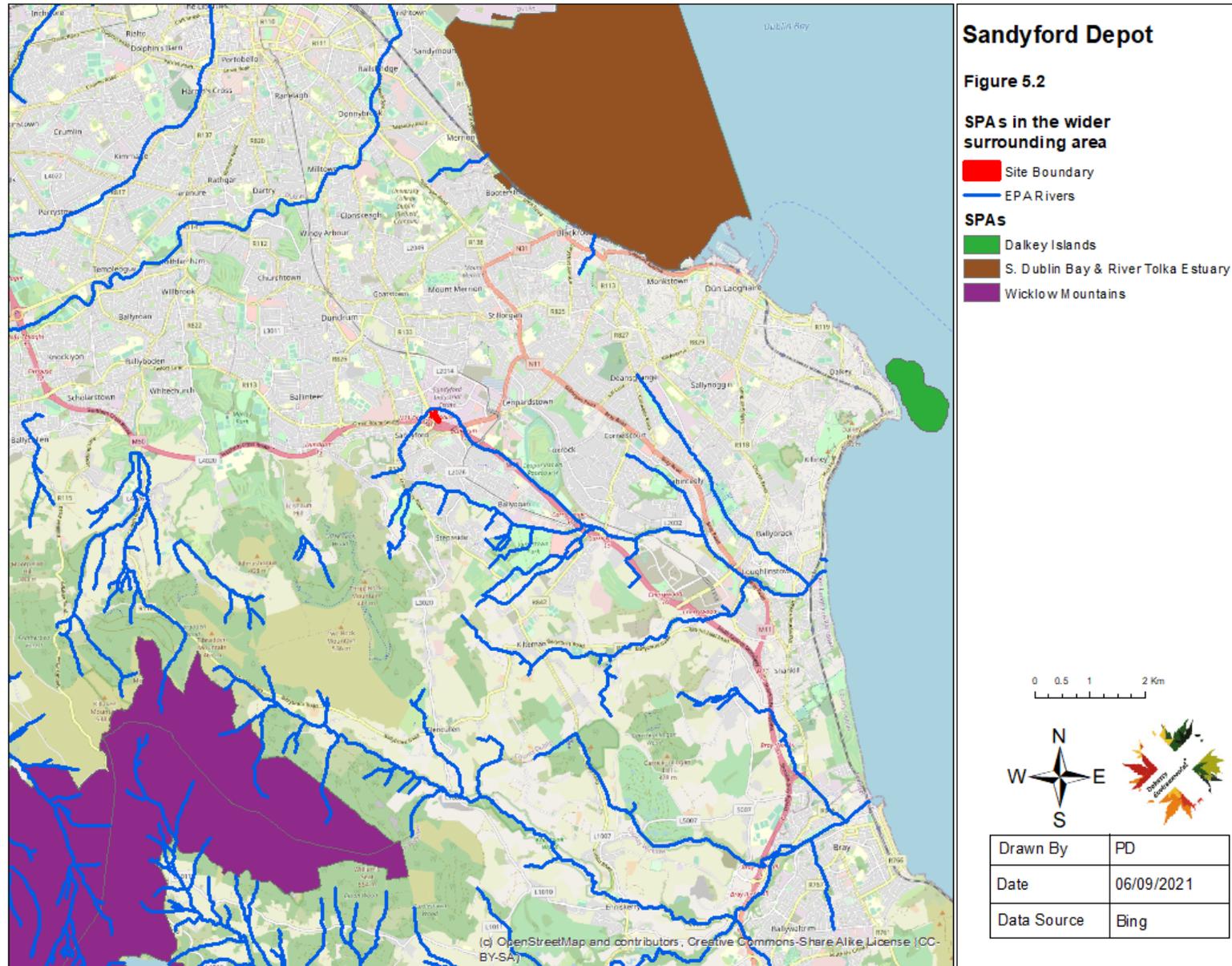


Table 5.1: Examination of whether European Sites in the Wider Surrounding Area occur within the Zone of Influence of the Project

European Sites	Distance from the project site	Is there a hydrological pathway connecting the project site to the European Site	Does the European Sites occur within the zone of influence of the project
European Sites within the Plan Area			
Dalkey Island SPA	8km to the east	No this is an offshore island SPA. There is no hydrological pathway connecting the project site to this SPA. There are no surface watercourses occurring at the project site. The catchment in which the project site is located (i.e. the Loughlinstown-Coastal Catchment) drains to the sea at Shanganagh. The discharge point of the Loughlinstown River, which drains this catchment is at Shanganagh, approximately 3.5km to the south of this SPA. The SPA is located approximately	No. There is no hydrological pathway connecting the project site to this SPA and this SPA does not occur within the project's zone of influence.
Ballyman Glen SAC	8km to the southeast	No this SAC is located within a separate surface water catchment to the project site.	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.
Knocksink Woods SAC	7km to the south	No this SAC is located within a separate surface water catchment to the project site.	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.

South Dublin Bay & Tolka Estuary SPA	4.5km to the northeast	No this is coastal SPA. There is no hydrological pathway connecting the project site to this SPA. There are no surface watercourses occurring at the project site. The catchment in which the project site is located (i.e. the Loughlinstown-Coastal Catchment) drains to the sea at Shanganagh. The discharge point of the Loughlinstown River, which drains this catchment is at Shanganagh, approximately 8km to the south of this SPA. The SPA is located approximately	No. There is no hydrological pathway connecting the project site to this SPA and this SPA does not occur within the project's zone of influence.
South Dublin Bay SAC	4.5km to the northeast	No this is coastal SAC. There is no hydrological pathway connecting the project site to this SAC. There are no surface watercourses occurring at the project site. The catchment in which the project site is located (i.e. the Loughlinstown-Coastal Catchment) drains to the sea at Shanganagh. The discharge point of the Loughlinstown River, which drains this catchment is at Shanganagh, approximately 8km to the south of this SAC. The SAC is located approximately	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.
Wicklow Mountain SAC	6km to the southwest	No this SAC is located within a separate surface water catchment to the project site.	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.
Wicklow Mountain SPA	6km to the southwest	No this SPA is located within a separate surface water catchment to the project site.	No. There is no hydrological pathway connecting the project site to this SPA and this SPA does not occur within the project's zone of influence.

Bray Head SAC	12km to the southeast	No this is coastal SAC. There is no hydrological pathway connecting the project site to this SAC. There are no surface watercourses occurring at the project site. The catchment in which the project site is located (i.e. the Loughlinstown-Coastal Catchment) drains to the sea at Shanganagh. The discharge point of the Loughlinstown River, which drains this catchment is at Shanganagh, approximately 6km to the north of this SAC. The SAC is located approximately	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.
Rockabill to Dalkey Island SAC	8.5km to the east	No this is a coastal/marine SAC. There is no hydrological pathway connecting the project site to this SAC. There are no surface watercourses occurring at the project site. The catchment in which the project site is located (i.e. the Loughlinstown-Coastal Catchment) drains to the sea at Shanganagh. The discharge point of the Loughlinstown River, which drains this catchment is at Shanganagh and is separated from the nearest point of this SAC by approximately 1.5m of open sea.	No. There is no hydrological pathway connecting the project site to this SAC and this SAC does not occur within the project's zone of influence.

Table 5.1 above outlines the relationship between the project site and the European Sites occurring within the surrounding area. The nine European Sites that have been identified in the wider surrounding area are not connected to the project site via a potential hydrological impact pathway and as such there will be no potential for the project to interact with the qualifying features of interest of these nine European Sites

The absence of any potential impact pathways will ensure that this project does not have the potential to result in likely significant effects to European Sites or the local environment surrounding the project site. A Screening Matrix, in line with European Commission (2001) guidelines is provided below in Table 5.2.

Table 5.2: Screening Matrix for the proposed maintenance depot

Brief description of the project or plan	The project and associated activities are described in Section 2 above.
Brief description of the European Sites	The European Sites occurring in the wider surrounding area are identified and briefly described in Figure 5.1 Table 5.1 above.
Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the European Sites.	The elements of the project that could (conceivably) give rise to potential environmental effects relate to emissions from the project in the form of hydrological emissions and the potential for interactions with mobile qualifying species of European Sites. These have been examined in Table 5.1 above and there is no potential for emissions from the project site to establish pathways between the project site and surrounding European Sites to result in negative impacts to their conservation status. Furthermore, there is no potential for the project to interact with qualifying species of European Sites and the habitats upon which they rely.
Describe any likely direct, indirect or secondary impacts of the project (either alone or in	The project will not have the potential to result in direct, indirect or secondary impacts to European Sites. As there are no pathways

<p>combination with other plans or projects) on the European Sites site by virtue of:</p> <ul style="list-style-type: none"> • size and scale; • land-take; • distance from the Natura 2000 site or key features of the site; • resource requirements (water abstraction etc.); • emissions (disposal to land, water or air); • excavation requirements; • transportation requirements; • duration of construction, operation, decommissioning, etc.; 	<p>connecting the project site to surrounding European Sites and as the project will not result in significant negative impacts to the surrounding local environment it will not have the potential to combine with other projects in the surrounding area to result in cumulative significant effects to the local environment or European Sites occurring in the wider surrounding area.</p>
<p>Describe any likely changes to the site arising as a result of:</p> <ul style="list-style-type: none"> • reduction of habitat area; • disturbance to key species; • habitat or species fragmentation; • reduction in species density; • changes in key indicators of conservation value • (water quality etc.); • climate change. 	<p>As there are no pathways between the project site and surrounding European Sites and as the project is not predicted to result in the emission of potentially polluting substances to the surrounding environment it will not have the potential to result in changes to qualifying habitats or qualifying species of European Sites occurring in the wider surrounding area.</p>
<p>Describe any likely impacts on the European Sites site as a whole in terms of:</p> <p>interference with the key relationships that define the structure of the site;</p> <p>interference with key relationships that define the function of the site</p>	<p>For reasons set out above the project will not have the potential to interfere with key relationships that define the structure and function of European Sites.</p> <p>Given the absence of any connections between the project site and the three European Sites in the wider surrounding area, the conservation objectives for these sites, which have been published by the NPWS, will not be undermined by the project.</p>
<p>Provide indicators of significance as a result of the identification of effects set out above in terms of:</p> <ul style="list-style-type: none"> • loss; • fragmentation; • disruption; • disturbance; 	<p>For reasons set out above the project will not have the potential to result in such effects to European Sites.</p>

<ul style="list-style-type: none">change to key elements of the site (e.g. water quality etc.).	
Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.	The project will not have the potential to result in likely significant effects to European Sites.

6.0 SCREENING CONCLUSION

During the preparation of this Screening Report for Appropriate Assessment of the proposed maintenance depot at Sandyford it was found that nine European Sites occur within the surrounding area and are connected to the project site via a hydrological pathway.

This screening report has examined the potential for pathways to connect the project site to these surrounding European Sites and has found that there are no pathways connecting project to these European Sites.

Given the absence of impact pathways and the potential for interactions between the project and these European Sites there will be no potential for the project to result in likely significant effects to these European Sites.

In light of the findings of this report it is the considered view of the authors of this Screening Report for Appropriate Assessment that it can be concluded by Dún Laoghaire-Rathdown County Council that the project is not likely, alone or in-combination with other plans or projects, to have a significant effect on any European Sites in view of their Conservation Objectives and on the basis of best scientific evidence and there is no reasonable scientific doubt as to that conclusion.

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European Commission (1992). EU Habitats Directive.

Office of the Planning Regulator (OPR) (2021). Appropriate Assessment Screening for Development Management. OPR Practice Note PN01.

APPENDIX 1: EUROPEAN SITES AND THEIR QUALIFYING FEATURES OF INTEREST/SPECIAL CONSERVATION INTERESTS

European Sites	Distance from the project site	Qualifying feature of interest/Special conservation interests
European Sites within the Plan Area		
Dalkey Island SPA	8km to the east	Roseate Tern (<i>Sterna dougallii</i>) [A192] Common Tern (<i>Sterna hirundo</i>) [A193] Arctic Tern (<i>Sterna paradisaea</i>) [A194]
Ballyman Glen SAC	8km to the southeast	Petrifying springs with tufa formation (Cratoneurion) [7220] Alkaline fens [7230]
Knocksink Woods SAC	7km to the south	Petrifying springs with tufa formation (Cratoneurion) [7220] Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, Salicion albae) [91E0]
South Dublin Bay & Tolka Estuary SPA	4.5km to the northeast	Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Ringed Plover (<i>Charadrius hiaticula</i>) [A137] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Knot (<i>Calidris canutus</i>) [A143] Sanderling (<i>Calidris alba</i>) [A144] Dunlin (<i>Calidris alpina</i>) [A149] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Redshank (<i>Tringa totanus</i>) [A162]

		<p>Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179]</p> <p>Roseate Tern (<i>Sterna dougallii</i>) [A192]</p> <p>Common Tern (<i>Sterna hirundo</i>) [A193]</p> <p>Arctic Tern (<i>Sterna paradisaea</i>) [A194]</p> <p>Wetland and Waterbirds [A999]</p>
South Dublin Bay SAC	4.5km to the northeast	<p>Mudflats and sandflats not covered by seawater at low tide [1140]</p> <p>Annual vegetation of drift lines [1210]</p> <p>Salicornia and other annuals colonising mud and sand [1310]</p> <p>Embryonic shifting dunes [2110]</p>
Wicklow Mountain SAC	6km to the southwest	<p>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110]</p> <p>Natural dystrophic lakes and ponds [3160]</p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010]</p> <p>European dry heaths [4030]</p> <p>Alpine and Boreal heaths [4060]</p> <p>Calaminarian grasslands of the <i>Violetalia calaminariae</i> [6130]</p> <p>Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) [6230]</p> <p>Blanket bogs (* if active bog) [7130]</p> <p>Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110]</p> <p>Calcareous rocky slopes with chasmophytic vegetation [8210]</p> <p>Siliceous rocky slopes with chasmophytic vegetation [8220]</p>

		Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] Lutra lutra (Otter) [1355]
Wicklow Mountain SPA	6km to the southwest	Merlin (Falco columbarius) Peregrine (Falco peregrinus)
Bray Head SAC	12km to the southeast	Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] European dry heaths [4030]
Rockabill to Dalkey Island SAC	8.5km to the east	Reefs [1170] Phocoena phocoena (Harbour Porpoise) [1351]

Appendix C: EIA Screening Report



Sandyford Maintenance Depot

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

September 2021

Sandyford Maintenance Depot
Screening for Environmental Impact Assessment

Document Stage	Document Version	Prepared by
Final	1	Pat Doherty MSc, MCIEEM

This report has been prepared by Doherty Environmental Consultants Ltd. with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for Dún Laoghaire-Rathdown County Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Dún Laoghaire-Rathdown County Council, care of Clifton Scannell Emerson Consulting Engineers to undertake a Screening Report for Appropriate Assessment for a proposed road maintenance depot at Sandyford, Co. Dublin (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the proposed works for the project).

The findings of the EIA Screening assessment for the proposed maintenance depot (i.e. the project) are presented in this report.

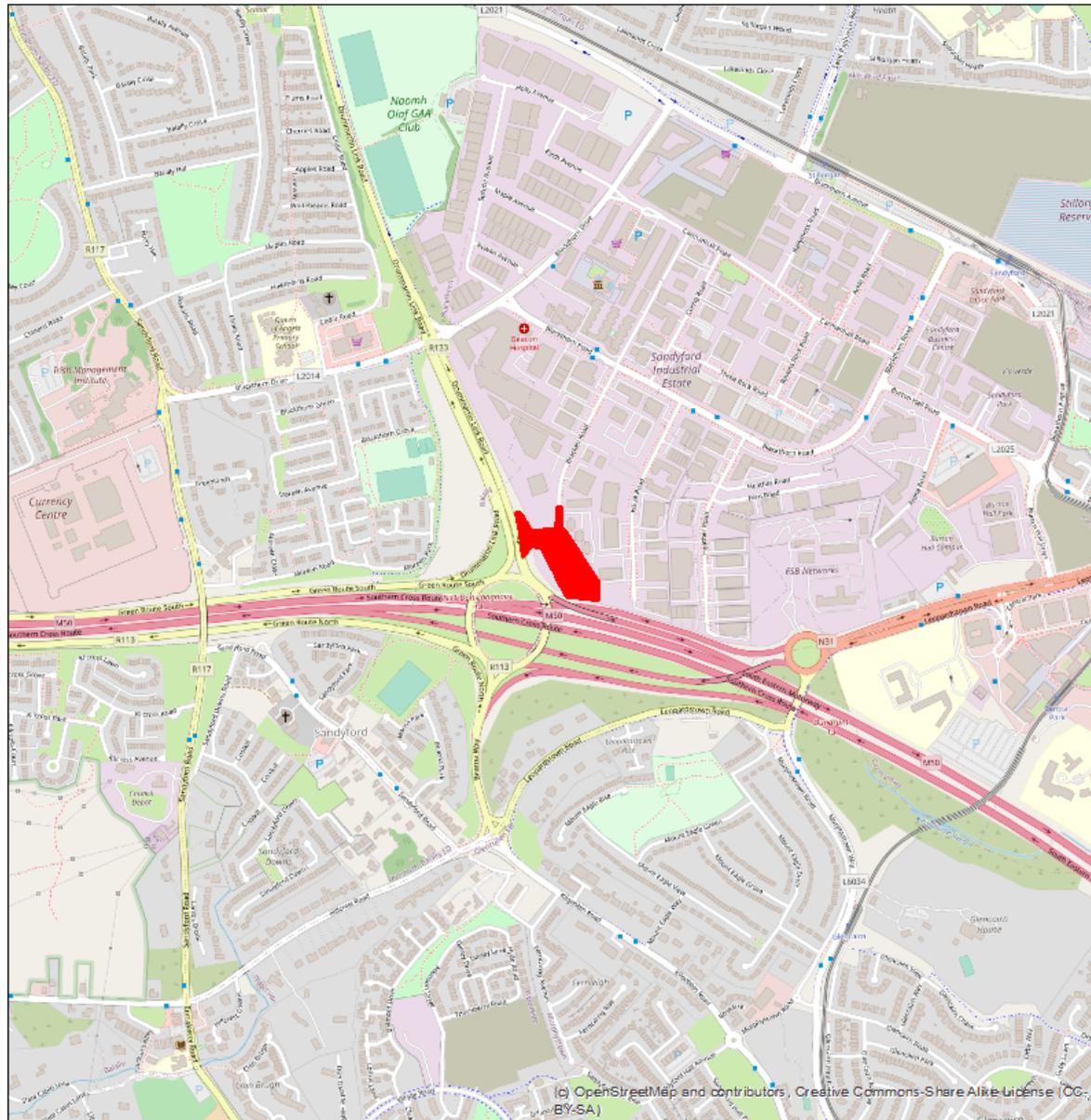
1.1 PURPOSE OF THIS REPORT

This EIA screening report contains necessary information to enable the competent authority, in this case Dún Laoghaire-Rathdown County Council, to undertake an EIA screening assessment and determine whether an EIA is required for the proposed development. The findings of the EIA screening assessment are presented in this report and will inform the determination by Dún Laoghaire-Rathdown County Council for the proposed maintenance depot (to be referred to throughout this report as “the project” or “the proposed development”).

The purpose of this Report is to determine whether or not the project is likely to have significant effects on the environment and, as such, requires an EIA to be carried out and an EIAR to be prepared. This screening report provides an overview of the project (section 3), the existing baseline environment (section 4) and then assesses the potential environmental impacts (Section 5) posed by the proposed project.

2.0 LEGISLATIVE CONTEXT

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment (“EIA”), including screening for EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required. The proposed development does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I.



Sandyford Depot

Figure 1.1

Site Location

 Site Boundary

0 0.075 0.15 0.3 Km



Drawn By	PD
Date	06/09/2021
Data Source	Bing



Sandyford Depot

Figure 1.2

Site Aerial

 Site Boundary

0 0.01 0.02 0.04 Km



Drawn By	PD
Date	06/09/2021
Data Source	Bing

The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development was carried out to determine whether the proposed development falls into any of the development classes which require an EIA. The proposed development does not fall into any of the classes described in Schedule 5 of the Planning and Development Regulations, 2001. The need for an EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The proposed development also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

- (a) any street, lane, greenway, 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 weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services 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.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for “proposed road developments”. An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the proposed development are outlined in Table 2.1 below.

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
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<p>Does the project comprise the construction of a motorway, busway or service area?</p>	<p>S.50(1)(a) of the Roads Act, 1993, as amended.</p>	<p>The proposed development is not a motorway, busway or service area.</p> <p>This requirement for mandatory EIA is not triggered.</p>
<p>Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where the prescribed types of road development comprise:</p> <ul style="list-style-type: none"> • 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. • The construction of a new bridge or tunnel, which would be 100 metres, or more in length. 	<p>Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993</p>	<p>The proposed development does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area.</p> <p>The proposed development does not involve the construction of a bridge or tunnel.</p> <p>These requirements for mandatory EIA are not triggered.</p>
<p>Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?</p>	<p>S.50(1)(b) of the Roads Act, 1993</p>	<p>ABP has not directed the Road Authority (Dún Laoghaire-Rathdown County Council) to prepare an EIAR for the proposed maintenance depot.</p>

<p>Where the road authority consider that the proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs, it shall direct the road authority to prepare an EIAR?</p>	<p>S.50(1)(c) of the Roads Act, 1993</p>	<p>Where Dún Laoghaire-Rathdown County Council considers the proposed development would be likely to have significant effects on the environment, Dún Laoghaire-Rathdown County Council is to inform ABP in writing of this and await direction from the Board.</p>
<p>Is the proposed road development located on ‘certain environmental sites’ and has the road authority determined whether any significant effects are likely on the environment as a result?</p>	<p>S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011)</p>	<p>No.</p> <p>A Screening Report for Appropriate Assessment has been undertaken for the project and this Report concluded that the proposed development will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites.</p> <p>The project will not have the potential to interact with or negatively affect the conservation status of any Natural Heritage Areas in the wider area surrounding the project site.</p> <p>No geological heritage sites are located in close proximity to the project site.</p>

Pursuant to section 50(1)(c) of the Roads Act 1993 (as amended), Dún Laoghaire-Rathdown County Council are required to turn their attention to whether the proposed development is likely to have significant effects on the environment, such that an EIAR is required.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states “Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority concerned (as the case may be) shall have regard to the criteria specified for the purposes of article 27 of the European Communities (Environmental Impact Assessment) Regulations, 1989.”

The purpose of this EIA Screening Report is to assist Dún Laoghaire-Rathdown County Council in determining whether the proposed development is likely to have significant effects on the environment.

According to European Commission Guidance (2017¹)

“Screening has to implement the Directive’s overall aim, i.e. to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives.”

¹ **Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.**

Recent guidelines from the Department of Housing, Planning and Local Government (2018)² in relation to screening state:

“3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works, which must be carried out in order to facilitate the proposed development. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment.”

Annex III of the EIA Directive (as amended)/Schedule 7 to the Planning and Development Regulations 2001, as amended, lists the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended)/Schedule 7A to the Planning and Development Regulations, 2001, as amended, set out the information to be provided for the purposes of EIA Screening. The information set out in Schedule 7A is grouped together under 3 main headings:

Annex IIA requirements	Relevant section of this screening report
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² **Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment**

<p>A description of the proposed development, including in particular –</p> <p>a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and</p> <p>a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected</p>	<p>Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading</p>
<p>A description of the aspects of the environment likely to be significantly affected by the proposed development</p>	<p>Section 4 of this Report describes the aspects of the environment that may be affected by the proposed development</p>
<p>A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from— (a) the expected residues and emissions and the production of waste, where relevant, and (b) the use of natural resources, in particular soil, land, water and biodiversity</p>	<p>Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.</p>

During the evaluation of the project’s potential to result in significant negative environmental effects to aspects of the environment current Transport Infrastructure Ireland (TII) assessment guidelines have been relied upon. While it is acknowledged that the proposed development does not represent a national road scheme the various environmental assessment guidelines published by TII represent best practice guidance for the assessment of road schemes in Ireland. As such these guidelines have been relied upon during the preparation of this Screening Report.

3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

It is proposed to Dún Laoghaire-Rathdown County Council provide:

- to provide a new pedestrian and cyclist link between Drummartin Link RD and Bracken Rd partially through the Sandyford Maintenance Depot
- to retain the existing Sandyford Maintenance Depot including the existing egress road onto the Drummartin Link Rd, cabin office and salt barn,
- and to provide a new car park and sweeping bay within the boundary of Existing Depot.

3.1 ASSESSMENT OF THE CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

An assessment of the potential characteristics of the Proposed Development as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and a concluding rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: Characteristics of the Proposed Development

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	<p>The project comprises the provision of a maintenance depot for the storage of materials for the maintenance of the M50 motorway. The maintenance depot will be located within the footprint of an existing motorway depot.</p> <p>The scale of the proposed development is minor and the completed upgrade works will be in keeping with the existing urban landscape in which the project is situated.</p>
(b) cumulation with other existing and/or approved projects;	<p>The project is small in scale and will be restricted to an existing depot area that is characterised by made ground and existing infrastructure. There will be no required for the provision of additional infrastructure areas of green field land. The materials to be stored in the proposed maintenance depot will be contained within covered, impermeable and secured areas. there will be no potential for emissions to be generated from the project.</p>

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	
	<p>In light of the above the project will not have the potential to combine with out existing and/or approved projects to result in cumulative negative significant impacts to the environment.</p>
(c) the nature of any associated demolition works	<p>No demolition works will be required as part of the works .</p>
(d) the use of natural resources, in particular land, soil, water and biodiversity;	<p>Construction related activities will be restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling. Where surplus soil material is generated it will be disposed of at an approved facility.</p> <p>Water required for the construction phase of the project will be supplied by the existing mains water supply.</p> <p>No significant effects to biodiversity are predicted to arise as a result of the construction or operation of the project. No protected Annex I habitats occur along the project footprint. The habitats that do occur along the footprint of the project are representative of made ground/artificial surfaces.</p> <p>Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However, the natural resources required will be typical of those required for the development and their provision will not have the potential to result in significant negative effects.</p>
(e) the production of waste;	<p>The project will not result in the production of waste material.</p>
(f) pollution and nuisances;	<p>The project will not have the potential to result in the emission of pollutants or other emissions such as noise or air emissions that could cause nuisance.</p>

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	All material to be stored in the depot will be stored in covered areas on existing impermeable hard surfaces.
(g) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;	The project will not present a risk of major accidents.
(h) the risks to human health (for example due to water contamination or air pollution).	The project will not present a risk of pollution to waters and will not pose a threat to human health.

Conclusion: No significant effects likely to arise associated with the characteristics of the proposed development.

Rationale: The scale and extent of the works proposed are representative of a small-scale project in an existing maintenance area. All materials to be stored in the maintenance depot will be stored in covered areas on existing hard surfaces. There will be no potential for the project to result in pollution to the environment, nuisance to surrounding receptors or risks to human health or the environment.

4.0 LOCATION OF THE PROPOSED DEVELOPMENT

The project site is comprised of an existing M50 motorway service yard. The ground cover within the project site consist of impermeable surfaces in the form of paved areas, portakabins, car parking areas and areas of grassy verge.

There are no watercourses or surface drains flowing through or immediately adjacent to the project site. The nearest watercourse, as mapped by the EPA, is the Carrickmines Streams, which is located approximately 80m to the northwest. This stream flows northeast and east and drains into the Loughlinstown River at Cherrywood to the southeast of the project site. The Loughlinstown River discharges to the Irish Sea at Shanganagh. The section of the Carrickmines Stream occurring to the west, north and east of the project site is culverted under existing buildings and artificial surfaces.

Table 4.1: Location of the Proposed Development

Screening Criteria	Response
<p><i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i></p> <p>(a) the existing and approved land use;</p>	<p>The existing land use within the project site is comprised of existing artificial surfaces within an existing motorway maintenance area.</p> <p>The project site is located within an area dominated by urban land use.</p>
<p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land,</p>	<p>The project will not result in any changes to the existing environment that will compromise the regenerative capacity of the natural environment.</p>

Screening Criteria <i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	Response
water and biodiversity) in the area and its underground	
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <p>(i) wetlands, riparian areas, river mouths;</p> <p>(ii) coastal zones and the marine environment;</p> <p>(iii) mountain and forest areas;</p> <p>(iv) nature reserves and parks;</p> <p>(v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;</p>	<p>The potential for the project to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below.</p> <p>(i) no works are proposed that will affect wetlands, riparian areas or river mouths.</p> <p>(ii) not applicable, the project is located at a remote distance from the coastal zone.</p> <p>(iii) not applicable, the project is located at a remote distance from mountainous and forested areas.</p> <p>(iv) not application, the project is located at a remote distance from any nature reserves and parks.</p> <p>(v) The Screening Report for Appropriate Assessment that has been prepared for the project has examined the likely significant effects of the proposal on the conservation objectives of European Sites and has concluded in a finding of no likely significant effects. In addition no NHAs or pNHAs are located in the vicinity of the project site and there will be no potential for the project to interact with such areas.</p>

<p>Screening Criteria</p> <p><i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i></p>	<p>Response</p>
<p>(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;</p>	<p>No areas along the footprint of the project have been identified as failing to meet environmental quality standards.</p>
<p>(vii) densely populated areas;</p>	<p>The subject lands are located within the Sandyford area of Dublin City. The surrounding area is representative of a densely populated area. The project will not result in perceptible changes to the densely populated area it which it is located.</p>
<p>(viii) landscapes and sites of historical, cultural or archaeological significance</p>	<p>A review of the Historic Environment Viewer at https://maps.archaeology.ie/HistoricEnvironment does not indicate the presence of any landscapes or sites of historical, cultural or archaeological significant along or adjacent to the proposed maintenance depot.</p>

Conclusion: No significant effects likely to arise associated with the location of the proposed development.

Rationale: The project relates to a relatively small area in an existing motorway service depot that consists of existing buildings and artificial surfaces. A Screening Statement for Appropriate Assessment has determined a finding of no likely significant effects on the conservation management objectives of European Sites within the wider area surrounding the project site.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impacts on the environment by the implementation of the proposed development. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be determined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, taking into account:

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved projects;
- (h) the possibility of effectively reducing the impact.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of “Environmental Factor”. The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	Potential Impact
Populations & Human Health	No nuisance to the local population or human health are predicted to arise as a result of the project. The project will entail the provision of a maintenance depot that will provide for the covered storage of materials in areas of existing impermeable surfaces. There will be no emissions from the project that have the potential to result in significant negative impacts to the surrounding population or the health of the surrounding human population.
Biodiversity	As the habitats present at the project site are artificial in nature and are of negligible biodiversity value. No significant impacts to biodiversity will arise as a result of the project.
Soil and Geology	There will be no significant impact to soils or geology.
Water	The project will not result in any water emissions and will not have the potential to result in the generation of contaminated waters being discharged from the project site. It will not pose a risk to surface water or groundwater bodies.
Air Quality and climate	The project will not result in the generation of dust or other air emissions. There will be no potential for the project to result in significant negative impacts to air quality.
Noise and Vibration	The project will result in minor noise generation during the operation of the maintenance depot and the delivery and dispatching of materials from the depot. These noise emissions will predominantly relate to the movement of vehicles and will not result in changes to baseline noise levels in the wider surrounding area.

Environmental Topic	Potential Impact
Cultural Heritage	No features of cultural heritage occur along the proposed maintenance depot.
Landscape & Visual	The project will not result in any changes to the landscape or visual setting in the surrounding area.
Interrelationship between parameters above	The project will not result in the interaction of environmental parameters that could result in significant negative impacts to the environment.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of proposed development in relation to criteria set out below are informed by the results of the assessment provided in Table 5.1 above)	Potential Impact
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	The provision of the maintenance depot will represent a small scale development that will be imperceptible in the wider surrounding area.
(b) the nature of the impact;	The nature of the impact associated with the project to environmental parameters have been set out in Table 5.1 above. It has been concluded that given its small scale the project will not have the potential to result in significant environmental effects.

(c) the transboundary nature of the impact;	Given the size, scale and location of the proposed development potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	The project is representative of a small-scale development. The establishment of the depot will be of a short-term duration being completed within an estimated timeframe of 6 weeks following the provision of covered storage areas for materials.
(e) the probability of the impact;	For reasons outlined in Section 4 and Table 5.1 above the project will not have the potential to result in significant negative impacts to biodiversity, cultural heritage, landscape or any other environment receptor.
(f) the expected onset, duration, frequency and reversibility of the impact;	No significant negative environment effects are predicted to arise during the project.
(g) the cumulation of the impact with the impact of other existing and/or approved projects;	As outlined in Table 3.1 given the small scale of the project, the minor works required to deliver the project and the project's location within an existing maintenance area there will be no potential for the project to combine with other projects or land uses to result in significant cumulative negative impacts to the environment.
(h) the possibility of effectively reducing the impact.	The nature of the project and the approach to the project, which includes for the storage of materials on an ongoing basis in covered area on impermeable surfaces will ensure that the project will not have the potential to result in significant negative impacts to the environment.

Conclusion: No significant effects likely to arise associated with the potential impacts on environmental parameters.

Rationale: As outlined in Table 5.1 the project will not have the potential to result in significant adverse effects to biodiversity, soils and geology, water, landscape and cultural heritage. There will be potential for negligible to minor impacts to human beings as a result of noise and air emissions during the construction phase of the project. These impacts have been assessed as being of low significance and measures have been outlined to ensure that these potential impacts are mitigated to an insignificant level. As such no significant residual impacts to environmental parameters as outlined in Table 5.1 are predicted to arise as a result of the proposed road development.

Conclusion: No significant effects likely to arise associated with the characteristics of the potential impacts.

6.0 CONCLUSION

The proposed maintenance depot does not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the characteristics of the proposed development are considered not significant due to the scale and nature of the proposed development, the characteristics and sensitivities of the receiving environment and design and mitigation measures that will be implemented as part of the construction phase and operation phase of the proposed development.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 3, 4 and 5 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. The proposed development will not involve a change in land cover and will result in changes arising from the provision of covered areas within the project site. The project has been designed to be in keeping with the surrounding landscape.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	Given the small nature of the project the natural resources required by the project will be negligible.
3. Will the Project involve use, storage, transport, handling or	No.	No. The project will involve the storage of salts for the maintenance of road surfaces during

production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?		freezing winter temperatures. The storage of the material at the project site will not pose a risk to human health and the environment. The material will be storage in covered areas that will ensure there are no emissions from it to the surrounding environment.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	No	The project will not result in the generation of a perceptible quantity of solid waste material.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	No	No, for reasons set in the foregoing the project will not result in the release of pollutants or hazardous, toxic or noxious substances.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	No	No. the project will not result in the emission of additional and/or perceptible changes to noise, light, heath energy or electromagnetic radiation.
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 wasters or the sea?	No	No, for reasons set in the foregoing the project will not result in the contamination of land or water.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No	No the project is not predicted to present a significant risk of accident.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	No	No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.

<p>10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p>	<p>No.</p>	<p>The project site is small in scale and will not have the potential to combine with other projects to result in cumulative significant negative impacts to the environment.</p>
<p>11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>	<p>No</p>	<p>No. European Sites and pNHAs occur in the wider area surrounding the project site. A Screening report for Appropriate Assessment has examined the potential for the project to result in likely significant effects to the European Sites and has found that there will be no potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to European Sites. Given that the pNHAs in the surrounding area overlap the boundary of the European Sites and are designated for the same reasons as the European Sites, it follows that there will be no potential for likely significant effects to the NHA</p> <p>No features of landscape, cultural or other value occur in the vicinity of the proposed maintenance depot.</p>
<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p>No</p>	<p>The habitats occurring under the footprint of the project are dominated by artificial man-made ground of negligible. There will be no potential for the project to undermine the status of the existing biodiversity baseline conditions occurring at and in the vicinity of the project.</p>
<p>13. Are there any areas on or around the location which 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?</p>	<p>No</p>	<p>No.</p>
<p>14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?</p>	<p>Yes</p>	<p>No.</p>

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	No.
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	No.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No. while there are transport routes in the vicinity of the project that are susceptible to congestion, traffic associated with the project will be very low and will not be perceptible in the context of the existing baseline traffic volumes in the surrounding area. .
18. Is the project in a location where it is likely to be highly visible to many people?	No	No. the project will be located in an existing maintenance area and its presence will not be perceptible to people.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No, there are no areas of historic or cultural importance occurring along the proposed maintenance depot. .
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. The project site is located in a developed man made environment. The project will not change the land cover within the project site.
21. Are there existing land uses on 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 which could be affected by the project?	No	No. The project is small in scale and will not have the potential to result in impacts to neighboring receptors.
22. Are there any plans for future land uses on or around the	No	No.

location which could be affected by the project?		
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	No	No. The project is located within a densely population area, but due to its small scale and the assessment provided in the foregoing, will not have the potential to result affect the surrounding area.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	No	No. While there are sensitive facilities in the surrounding area, due to its small scale and the assessment provided in the foregoing, the project will not have the potential to result negative impacts to these receptors.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No.
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?	Yes	No.

Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above.

No significant environmental impacts will occur and the implementation of best practice measures outlined in this Report will further reduce the potential for such impacts to arise.

The information provided in this EIA Screening Report can be used by the competent authority, Dún Laoghaire-Rathdown County Council, to conclude and determine that an EIA is not required for the proposed maintenance depot as there will be no significant environmental effects.

Appendix D: Stage 1 Road Safety Audit

Clifton Scannell Emerson & Associates

Sandyford Maintenance Depot
Pedestrian and Cycle Link

Stage 1 Road Safety Audit

Clifton Scannell Emerson & Associates

Sandyford Maintenance Depot Pedestrian and Cycle Link

Stage 1 Road Safety Audit

Document Ref: P21-11 -RSA-PD-RP-001

Re	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
2.0	AOR	TAG	TAG	3 rd Sept. 2021	Final
1.0	AOR	TAG	TAG	2 nd Sept. 2021	Draft Report

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1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Sandyford Maintenance Depot Pedestrian and Cycle Link carried out at the request of Ms Patrycja Walczyk of Clifton Scannell Emerson & Associates.

The members of the Road Safety Audit Team are independent of the design team, and include:

Mr. Aly Leeson

(MBA, MEng, BSc, RSACert, CEng, FIEI)
Road Safety Audit Team Leader

Mr. Alan O'Reilly

(BA BAI MSc CEng MIEI RSACert)
Road Safety Audit Team Member

The Road Safety Audit took place during August and September 2021 and comprised an examination of the documents provided by the designers (see Appendix B). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 31st August 2021. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix D. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publication's website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Drainage
- Public Lighting

2 Project Description

2.1 General

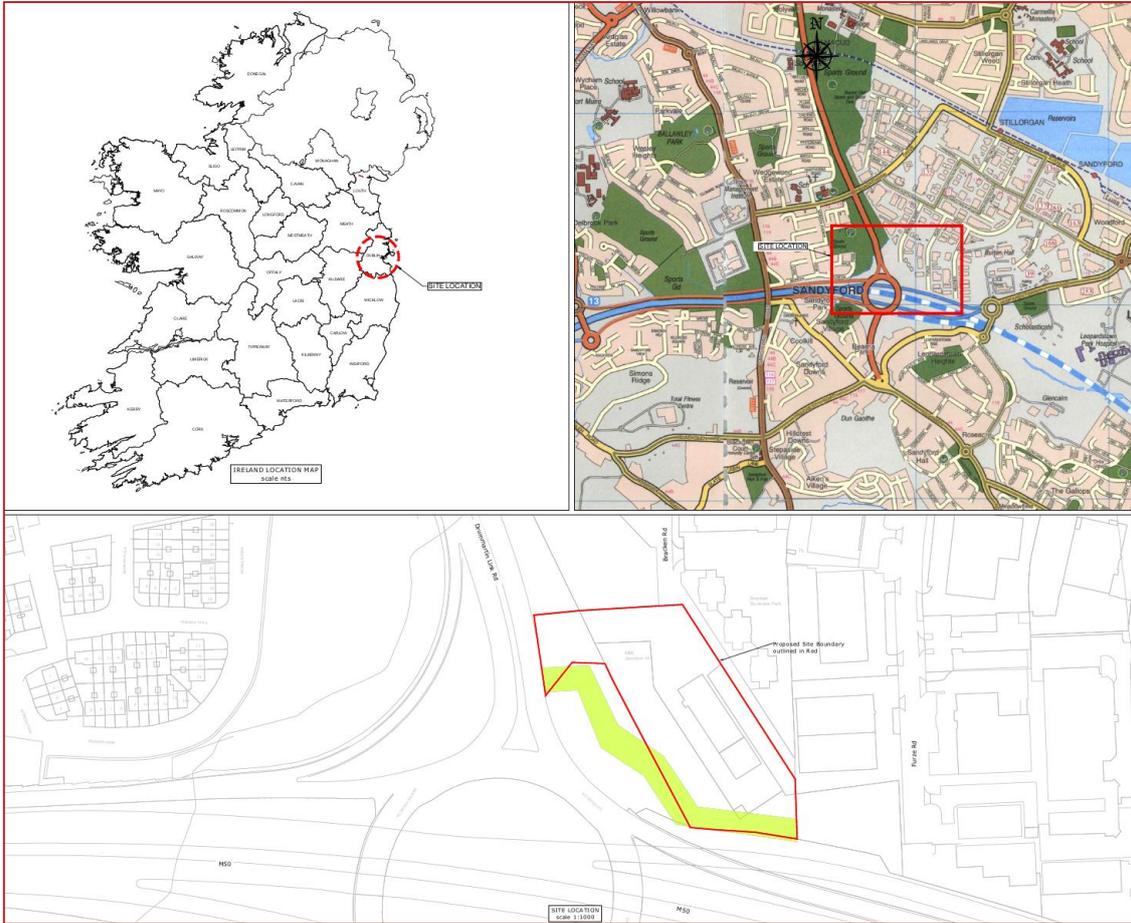


FIGURE 2-1: LOCATION PLAN

The proposed development is located in Sandyford, County Dublin, to the northeast of Junction 13 of the M50 Motorway and within the administrative area of Dun Laoghaire – Rathdown County Council. The development is at an existing Maintenance Depot, with an on-site speed limit of 15kph. Pedestrian and vehicular access to the depot is provided from Bracken Road which is a two-way single carriageway road terminating at a cul de sac at the entrance to the depot. Footways are provided on both sides of Bracken Road which has a posted speed limit of 50kph.

Egress from the depot is via a one-way ramp onto the southbound carriageway of the Drummartin Link Road. The Drummartin Link Road is a dual carriageway which, on its southbound carriageway adjacent the Sandyford Maintenance Depot, has three traffic lanes as it approaches the M50 rotary. A segregated pedestrian and cycleway is provided on the eastern side of the Drummartin Link Road.

The proposed development comprises of the following:

- Pedestrian and cyclist link between the existing facilities on the eastern side of the Drummartin Link Road and the footway on the western side of Bracken Road.
- Retention of existing egress onto to the Drummartin Link Road for Motorway Maintenance Access.
- Retention of existing prefab office structure.
- 12No new car parking spaces within the depot.
- Landscaped area.

- A concrete sweeping bay 10m wide by 20m long.
- Extension of the existing surface water attenuation system to cater for run-off from the pedestrian/cyclist link and additional hardstanding within the Caretaker Agreement Boundary.

2.2 Collision history

The Road Safety Authority website (www.rsa.ie) was consulted to identify historical collisions in the vicinity of the proposed scheme. The website includes summary information on recorded collision occurrence for the period 2005 to 2016 (see Figure 2-2).

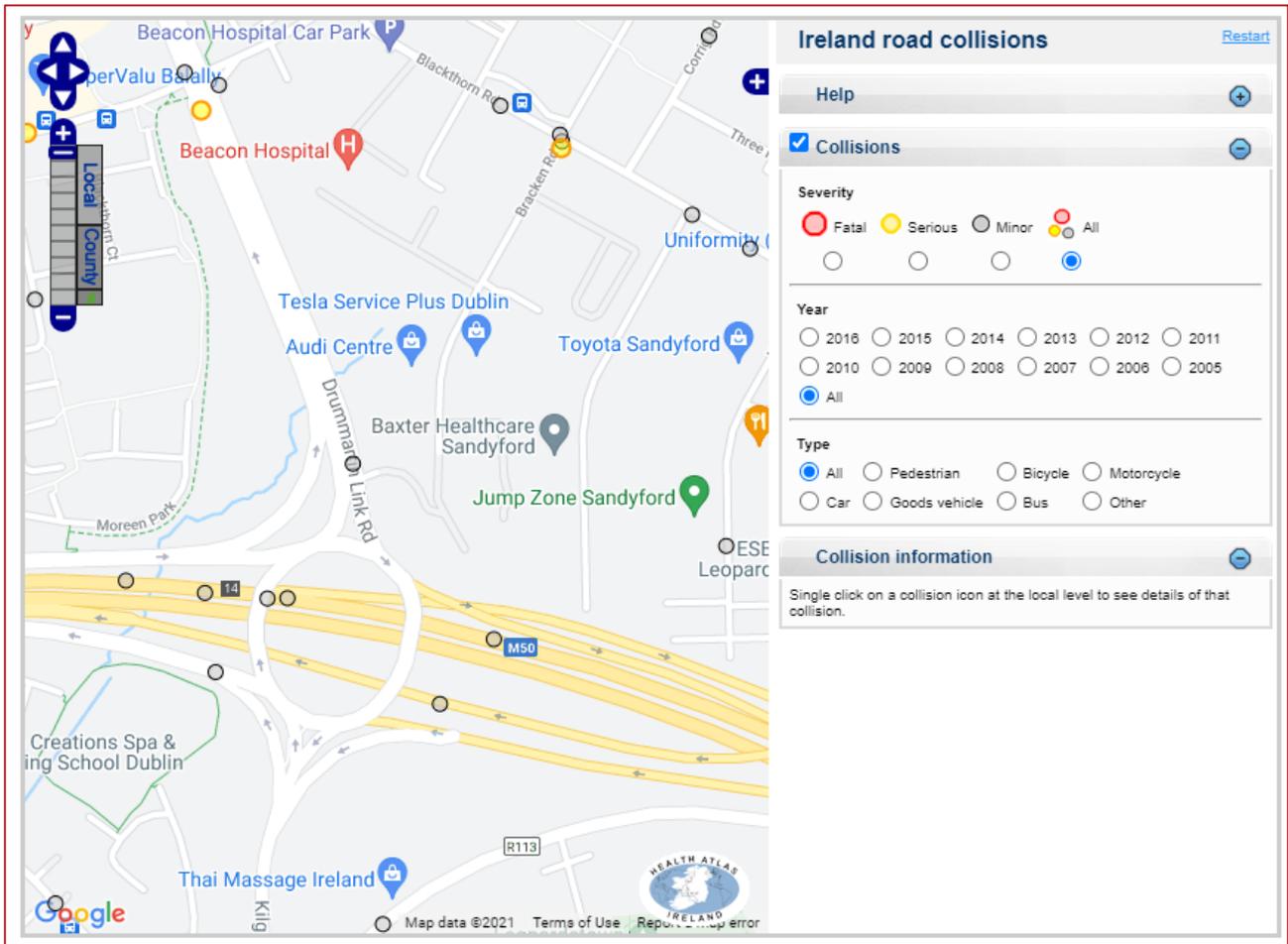


FIGURE 2-2: HISTORICAL COLLISIONS IN THE VICINITY OF THE SANDYFORD MAINTENANCE DEPOT (SOURCE: WWW.RSA.IE)

One Minor Injury Collision was recorded within the vicinity of the Sandyford Maintenance Depot. This occurred immediately north of the exit from the depot onto the Drummartin Link Road southbound carriageway. It was a single vehicle only collision which occurred in 2015 and involved a car. It occurred on a Tuesday between 3am and 7am,

3 Main Report

3.1 Problem

Location *rawing 21 S 1 2 e . P*

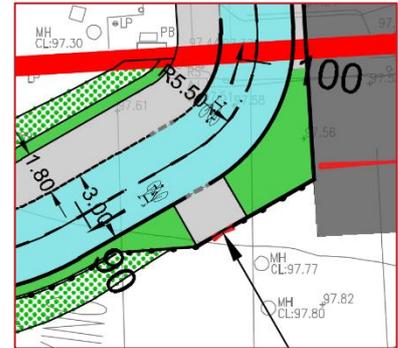
Summar *ropped kerb and tactile paving are not been indicated at the crossing of the proposed cycle track adjacent the new pedestrian access gate at the Sandford Maintenance depot.*

Dropped kerbs and tactile paving have not been indicated at the pedestrian crossing of the proposed cycle track adjacent the new pedestrian access gate to the maintenance depot. The footway and cycle track are indicated at different levels resulting in a kerb greater than 6mm between the two facilities.

If a dropped kerb is not provided at this crossing point there is a risk of slips, trips and falls when crossing the raised kerbline.

Recommendation

Dropped kerbs and tactile paving should be provided on both sides of the crossing.

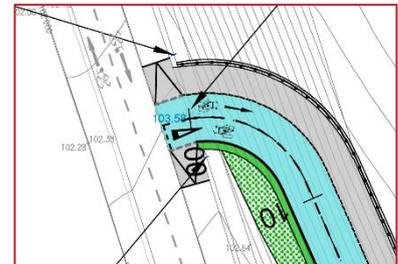


3.2 Problem

Location *rawing 21 S 1 2 e . P*

Summar *isk of collision between pedestrian and cyclist at the transition between the proposed two-way cycle track and the existing facilities on the Drummartin Link Road.*

At the transition between the proposed two-way cycle track and existing cycle track and footway on the Drummartin Link Road the existing footway is indicated as being discontinuous across the cycle track with pedestrians required to give way to cyclists. Pedestrians on the footway may not expect to have to give way at this location leading to them being less attentive to approaching cyclists resulting in an increased risk of them entering the cycle track across the path of an oncoming cyclist and pedestrian-cyclist collisions.

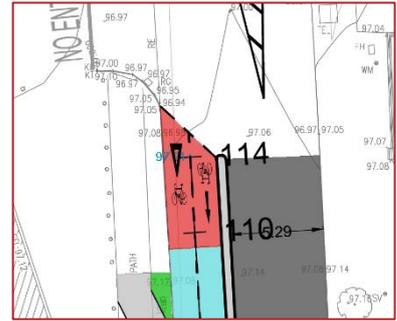


Recommendation

The footway should remain continuous at this location with cyclists required to yield to pedestrians before crossing the footway and entering the existing cycle facilities when it is safe to do so. Relocate the yield symbol and line as necessary.

4 Observations

- 4.1 Access/egress to the proposed two-way cycle track has been indicated on Bracken Road adjacent the vehicular entrance to the Maintenance Depot. It is unclear from the drawing provided if a dropped kerb will be provided at this location to permit safe access for cyclists to/from the cycle track. Similarly, the gradient of the transition between the cycle track and Bracken Road carriageway is unclear. Ensure a dropped kerb is provided at this location and that the gradient at the transition can be safely traversed by cyclists.



Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Aly Gleeson

Signed:



Dated:

3rd September 2021

ROAD SAFETY AUDIT TEAM MEMBER

Alan O'Reilly

Signed:



Dated:

3rd September 2021

Appendix A – Road Safety Audit Brief Checklist

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

	es	No
1. The Design Brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Departures from Standard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Scheme Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Scheme Details such as signs schedules, traffic signal staging	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision data for existing roads affected by scheme	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Traffic surveys	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Previous Exception Reports	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Start date for construction and expected opening date	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Any elements to be excluded from audit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Any other information

(if 'Yes', describe below)

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix B – Documents Submitted to the Road Safety Audit Team

D C MENT DRAWIN	TITLE	D C MENT DRAWIN N .	REVISI N
	Design Brief	21_046MEMO-21_046-001	19/08/2021
	Site Location Map	21_046-CSE-GEN-XX-DR-C-2001	P00
	Site Layout Option 2	21_046-CSE-GEN-XX-DR-C-1002	P00

Appendix C – Feedback Form

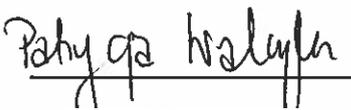
Road Safety Audit Feedback Form

Scheme: Sandyford Maintenance Depot

Route No.: Bracken Road & Drummartin Link Road

Audit Stage: Stage 1 Road Safety Audit Date Audit Completed: 2nd September 2021

To Be Completed by Designer				To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	YES	YES		
3.2	YES	YES		

Signed:  Designer Date 03/09/2021

Signed:  Audit Team Leader Date 3rd September 2021

Signed: _____ Employer Date _____

Appendix D – Problem Locations

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