

Dún Laoghaire Bus and Access Arrangements on Harbour Road

Environmental Impact Assessment Screening Report to
Inform the EIA Screening Determination

November 2023

Quality information

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1 Introduction

1.1 Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report to inform the EIA Screening Determination has been prepared by AECOM Ireland Limited (AECOM) on behalf of the National Transport Authority (NTA) (hereafter referred to as the 'Applicant').

The Proposed Development is located in Dún Laoghaire, County Dublin. The development includes the provision of six bus spaces, a bus stop along Harbour Road and the provision of a designated cycle track which will connect to the proposed Coastal Mobility Route. The Proposed Development is located within the administrative area of Dún Laoghaire-Rathdown County Council (DLRCC).

This report to inform the EIA Screening Determination looks to establish whether the Proposed Development necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and will consider the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

This report contains:

- a) A plan sufficient to identify the land;
- b) A description of the Proposed Development, including in particular:
 - i. a description of the physical characteristics of the development and, where relevant, of demolition works;
 - ii. a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- c) A description of the aspects of the environment likely to be significantly affected by the Proposed Development;
- d) To the extent the information is available, a description of any likely significant effects of the Proposed Development on the environment resulting from:
 - i. the expected residues and emissions and the production of waste, where relevant; and
 - ii. the use of natural resources, in particular soil, land, water and biodiversity; and
- e) Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

1.2 Qualifications and Experience

This report has been prepared by Elaine Keenan (PhD, MSc, BSc, MEnvSc). Elaine is a Senior Environmental Consultant with AECOM Ireland Ltd with over six years' experience in environmental consultancy. Within this time Elaine has worked on a range of projects across the public and private sector and has experience in a variety of impact assessment related projects including Environmental Impact Assessment Reports (EIAR's). Elaine has carried out and reviewed EIA Screenings for a number of development types including linear infrastructure projects such as roads, greenways, and energy projects.

The report has been reviewed by Sherril Subrayan. Sherril is an Associate Director, Environmental Impact Assessment, with over 25 years' experience in consultancy, she has been responsible for the management and production of a diverse range of planning applications and Environmental Impact Assessments throughout Ireland, the UK and the Middle East. Sherril has project managed EIAR's for large infrastructure projects, including several

energy projects across Ireland in recent years, she is a Chartered Environmentalist (CEnv) and a Member of the Institute of Environmental Science (MIEEnvSc).

This report has been verified by Michael McMullan. Michael is an Environment Director with AECOM, a Chartered Town Planner and Chartered Environmentalist (CEnv) with over 27 years' experience in environmental impact assessment for development and infrastructure projects. Project experience has ranged from rail, road, aviation, maritime, power development and waste management schemes to property and master planning.

2 Legislation and Guidance

EIA requirements derive from Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment as amended by Council Directive 97/11/EC of 3 March 1997, Directive 2003/35/EC of 26 May 2003 and Directive 2009/31/EC of 23 April 2009, which were codified in Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU was subsequently amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014. Together these comprise the EIA Directive.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether a full EIA is required.

Under the Planning and Development Regulations 2001 (as amended) EIA development fall into two Schedules. EIA is mandatory for developments listed within Schedule 5, Part 1, while Schedule 5, Part 2 developments require EIA if they are a development of a type set out in Part 2 of Schedule 5 which equal or exceed, a limit specified within Schedule 5 Part 2 in respect of the relevant class of development.

Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA Screening is presented in Schedule 7A of the Regulations.

Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive in line with the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when identifying any potential likely significant impacts of a project.

2.1 Other Relevant Guidance

This report was also cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA) 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' (EPA, 2022).
- Practice Note PN02 Environmental Impact Assessment Screening. Office of the Planning Regulator (OPR 2021).
- 'Guidance for Consent Authorities regarding Sub-threshold Development' (Department of Housing, Local Government and Heritage (DHLGH), 2020).
- European Commission's (EC)'s 'Environmental Impact Assessment of Projects: Guidance on Screening' (EC, 2017).
- 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (DHLGH, 2018).

3 Methodology

As set out under the relevant legislation, there are three key steps when carrying out an EIA Screening for a particular development.

- **Step 1** is to determine if the proposed works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out Annex I and II of the Directive, Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) where applicable.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in Planning and Development Regulations 2001 (as amended) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes “significant” in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of the development in the context of characterisation of the development, location of the development and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

5 Proposed Development

5.1 Overview

The Proposed Development will bring about both design and capacity improvements for the existing bus interchange at Dún Laoghaire DART Station. These improvements are required in order to accommodate the significant increase in bus services planned under the NTA's BusConnects programme. The design of the Proposed Development will require works to the existing road layout on Harbour Road as well as works on the public realm within the harbour area. The design of the Proposed Development will consider the requirements for safe and efficient traffic, pedestrian and cyclist movement through and within the harbour area.

The Proposed Development comprises:

- Six bus spaces.
- Independent Arrival and Departure bays.
- Provision of a bus stop along Harbour Road.
- Provision of a designated cycle track connecting to proposed Coastal Mobility Route.
- Provision of a roundabout between Harbour Road and the harbour area.
- Maintenance of the existing footway to the south and the provision of a footway to water edge.
- The removal and replacement of trees.

The Proposed Development looks to minimise impact on existing infrastructure and provide for bus turning movements, while maintaining access to the harbour area and maintenance yard. Buses must be able to turn around from westbound to eastbound.

5.2 Drainage

The design will redirect storm water runoff from one surface catchment on the Harbour Road via a drop kerb to an attenuation facility before connecting into the existing network. Flows will be stored using a raingarden and flows will be attenuated using an orifice plate. The additional runoff from the Proposed Development will be 0.5m³. Otherwise, the design will utilise the existing drainage and consist of relocating the gullies to suitable locations in the same locale only if the existing gullies cannot be retained in-situ. Gully locations are based on the water pathways which will depend on highway alignment and tie-in requirements.

5.3 Utilities

A range of utilities are located within the location of the Proposed Development. A survey was carried out for the Proposed Development to identify underground utilities. Utilities within the environs of the Proposed Development include telecommunications cables and chambers, electricity lines, water mains, and gas lines.

Should conflicts occur between the Proposed Development and existing utilities necessary service diversions would be developed as part of discussions with the utility providers. These works could potentially result in the suspension of services during the construction and diversion works. Should service suspensions be required during the construction phase, reasonable prior notice would be given to the residences in the area and would be carefully planned to minimise the duration of the suspension.

5.4 Construction

Should consent be granted, the construction programme is expected to run for approximately six months. The overall programme for the works is still to be confirmed. The key activities during construction are as follows:

- Site clearance/earthworks.
- Demolition of existing facilities (e.g. existing kerb and verges).
- Construction of new facilities including six bus spaces, a bus stop along Harbour Road, the provision of a designated cycle track, and the provision of a roundabout between Harbour Road and the harbour area.

A key mechanism for managing the impact of noise and vibration will be through adherence to site working hours as agreed with DlrCC. Site working hours are anticipated to be:

- 07:00 – 19:00 Monday to Friday.
- 08:00 – 14:00 Saturday.
- No noisy works will take place on Sundays or bank holidays.

Where especially noisy works is to take place, the appointed Contractor will contact DlrCC and residents who may be affected by the noise and vibrations, to inform them of the intended location and duration of works.

The construction works will be undertaken in accordance with safeguards included in a Construction Environmental Management Plan (CEMP). This will ensure that construction is undertaken in line with industry best practice. The CEMP will set out a range of measures to avoid and mitigate potential adverse environmental effects of the Proposed Development during the construction phase. Its measures would typically include, inter alia, controls over the routing of construction vehicles, construction noise levels, dust, drainage and the handling and disposal of potentially contaminated soil and materials. The appointed Contractor will be responsible for preparing, implementing and reviewing the CEMP through construction.

Wastes and materials management during construction will be dealt with by a Resource Waste Management Plan (RWMP). The plan will include consideration of opportunities to design out waste and improving materials efficiency with efforts made to maximise on-site reuse and off-site recycling and recovery of any construction material generated. The volume of waste arising from the Proposed Development is anticipated to be very low, with no impact on waste management facilities. The appointed Contractor will be responsible for preparing, implementing and reviewing the RWMP through construction including the management of all supplies and sub-contractors.

5.5 Operation

The Proposed Development will support an increase in sustainable transport (enhanced walking, cycling and bus infrastructure) planned under the NTA's BusConnects programme, which will enable the delivery of efficient, safe and integrated sustainable transport.

The Proposed Development will improve the availability of public transport methods within and between surrounding environs. Should a modal shift to public transport methods occur this has the potential to reduce Greenhouse Gas (GHG) emissions, improving air quality in the local environs.

6 EIA Screening

It is necessary to determine whether the Proposed Development constitutes EIA development under the Planning and Development Regulations (2001) as amended and Roads Act 1993 (as amended).

6.1 Roads Act 1993 (as amended), Section 50

Table 6-1 Screening Criteria under the Roads Act 1993 (as amended)

Criteria	Comment	Is EIA Required on this Basis?
S. 50.- (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:		
(i) Construction of a motorway	The Proposed Development does not include the construction of a motorway.	No
(ii) Construction of a busway	The Proposed Development does not include the construction of a busway.	No
(iii) Construction of a service area	The Proposed Development does not include the construction of a service area.	No
The prescribed types are given in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act 1993 (as amended) as:		
a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area	The Proposed Development does not include 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.	No
(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.	The Proposed Development does not include the construction of a new bridge or tunnel.	No
S. 50. – (1) (b) to (d) require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.	The potential for likely significant effects has been considered further under Section 6.4 of this report.	No Also see Section 6.4 of this report

As the Proposed Development is not a type of development listed within Table 6-1 an EIA culminating in the preparation of an EIAR is not required.

6.2 Planning and Development Regulations 2001 (as amended)

The following elements should be considered in determining whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended):

- If the proposed development is of a type listed in Schedule 5, Part 1;
- If not, whether:
 - it is listed in Schedule 5, Part 2; and
 - any part of it is located within a sensitive area; or
 - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/or
 - it would be likely to have significant effects on the environment.

6.2.1 Schedule 5 Part 1

EIA is mandatory for developments listed in Schedule 5, Part 1 of the EIA regulations. Schedule 5, Part 1 developments are large scale developments for which significant effects would be expected and comprise developments such as new airports and power stations.

The Proposed Development is not a type listed in Schedule 5, Part 1. The Proposed Development is reviewed in the following section to determine whether it is a type listed in Schedule 5, Part 2.

6.2.2 Schedule 5 Part 2

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) sets out specified limits for proposed developments for which the preparation of an EIAR is required, should a proposed development equal or exceeds, as the case may be, a limit, quantity or threshold set for that class of development.

The screening of the Proposed Development against Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) is contained in Table 6-2.

Table 6-2 Screening against relevant thresholds under Section 5, Part 2

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The Proposed Development does not meet the criteria. The area of Proposed Development is 0.58 hectares.	No
Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	The potential for likely significant effects has been considered further under Section 6.4 of this report.	No

Source: Planning and Development Regulations 2001 (as amended)

The overall probability of significant impacts on the receiving environment arising from the Proposed Development cannot be ruled out, therefore this sub-threshold EIA screening has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7A and Schedule 7 of the Regulations.

6.3 Selection Criteria for Screening Schedule 5 Development

Schedule 7 sets out the selection criteria which relate to specific matters, including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be taken into account as part of the screening process and are set out in Section 6.3.1, Section 6.3.2 and Section 6.3.3.

6.3.1 Characteristics of Proposed Development

The characteristics of developments must be considered, with particular regard to:

- a) the size and design of the whole development;
- b) cumulation with other existing development and/or approved development;
- c) the nature of any associated demolition works;
- d) the use of natural resources, in particular land, soil, water and biodiversity;
- e) the production of waste;
- f) pollution and nuisances;
- g) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- h) the risks to human health.

6.3.2 Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by developments must be considered, with particular regard to:

- a) the existing and approved land use;
- b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c) the absorption capacity of the natural environment, paying particular attention to the following areas:
 - (i) wetlands, riparian areas, river mouths;
 - (ii) coastal zones and the marine environment;
 - (iii) mountain and forest areas;
 - (iv) nature reserves and parks;
 - (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;
 - (vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the development, or in which it is considered that there is such a failure;
 - (vii) densely populated areas;
 - (viii) landscapes and sites of historical, cultural or archaeological significance.

6.3.3 Types and Characteristics of Potential Impacts

The likely significant effects on the environment of Proposed Development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Planning and Development Act 2000 (as amended), 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 development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and

h) the possibility of effectively reducing the impact.

The following section sets out a review of the above criteria and requirements specifically addressing the Proposed Development.

6.4 Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Development

Table 6-3 Characteristics of the Proposed Development

Screening Criteria	Proposed Development
(a) the size and design of the whole of the proposed development	
Will the size and design of the whole project be considered significant?	The proposed works cover 0.58 hectares and is not significant within the surrounding setting of artificial surfaces consisting of industrial, commercial and transport units and surfaces of continuous urban fabric.
(b) cumulation with other existing development	
Will other existing project and/ or approved project be able to affect the project?	<p>Relevant committed development has been considered under the category of large-scale developments.</p> <p>A search of the DirCC planning site was conducted on 6 November 2023 to determine if there are any granted developments by DirCC and An Bord Pleanála within the last five years in the vicinity of the Proposed Development which could act in combination with the project to give rise to cumulative impacts. This search identified granted developments since 2018, the majority of which have already been constructed or are of small scale in nature (i.e., internal modifications to properties, change of use, and retention works) or are considered to be a sufficient distance from the Proposed Development so as not to warrant further consideration as part of this screening assessment.</p> <p>Smaller developments have not been considered as the size, scale and nature of the proposed works are not deemed to act in combination with the Proposed Development. Key developments which have been considered further are limited to larger scale developments in the region of the Proposed Development. These include:</p> <ul style="list-style-type: none"> • ABP30424919 located approximately 180m from the approximate centre point of the Proposed Development. This planning permission was granted in July 2019 and includes a strategic housing development consisting of the demolition all existing buildings on site (2,629 sqm) and the construction of a part-four to part-six storey residential development comprising 208 No. single occupancy bed spaces and a kiosk for the sale of food and beverages to the public with associated external seating area. • D18A/0078 located approximately 100m from the approximate centre point of the Proposed Development. This planning permission was granted in September 2018 and includes the change of use of the existing building from passenger ferry terminal and 1st floor restaurant associated offices and stand-alone shed to a restaurant, co-working and team-spaces on three floors, audio and visual media studios and workshops, work spaces for marine and maritime associated use, marine technology and Research and Development space, toilet accommodation, all of which will be contained with the existing external walls of the buildings. External changes include change of the hard-standing area to the west of the terminal building to car park for the sole use of the users of the main building, an external deck to perimeter of second floor mezzanine glazed tower, new windows in the external façade and bicycle stands. <p>The Proposed Development is located adjacent to the location of the proposed Sutton to Sandycove Walkway-Cycleway, a component part of the National East Coast Trail Cycle Route.</p> <p>In addition, the Proposed Development will connect to the proposed Living Streets Coastal Mobility Route along the coast between Blackrock and Sandycove. The Coastal Mobility Route will build on the temporary infrastructure implemented during the COVID restrictions to provide a permanent scheme.</p> <p>There is potential for cumulative impacts between the Proposed Development D18A/0078, the proposed Sutton to Sandycove Walkway-Cycleway and Living Streets Coastal Mobility Route such as temporary and transient impacts from noise, road traffic and dust to occur. However, it is not envisioned that all proposed and existing planning applications would progress to construction at exactly the same time. Cumulative impacts with these developments would be managed and minimised by consultation identifying phased construction activities, and appropriate control measures in relation to any future sensitive receptors.</p>
(c) the nature of any associated demolition works	

Screening Criteria

Proposed Development

Screening Criteria	Proposed Development
Will the construction of the project include any significant demolition works?	The Proposed Development will require the breakout of existing road and kerb to facilitate changes to road/footway/kerb layout, and some gullies will be relocated.. No significant demolition works such as the demolition of buildings are required.

(d) the use of natural resources, in particular land, soil, water and biodiversity

Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	<p>The use of natural resources will be limited to the materials used during the construction works. Materials used within the Proposed Development would likely include precast kerbs, paving, stone, aggregate and asphalt. Exact quantities are currently unknown and would be identified at detailed design stage.</p> <p>It has been assumed that all materials would be sourced locally to minimise transportation distances. It has been assumed the importation of fill and materials will only be sourced from suppliers which comply with vetting requirements. Materials should be reused where possible on site in line with waste regulations.</p> <p>A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point should water be abstracted from any water bodies including coastal waterbodies.</p> <p>The Proposed Development will require the removal of approximately 19 trees, however these will be replaced by approximately 25 trees. Vegetation clearance would take place outside of the nesting season (March – August inclusive). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 72 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used.</p> <p>The use of natural resources is not considered significant.</p>
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(e) the production of waste

Will the project produce wastes during construction or operation or decommissioning?	<p>Construction waste will be kept to a minimum with only contaminated waste (should it occur) and demolition waste being removed off site. The following waste streams will be produced during the construction:</p> <ul style="list-style-type: none"> Waste produced by the provision of hardstanding, removal of existing kerbing, removal of and resurfacing/reinstatement of road/footway/cycle track/kerb and the renewal/replacement of road signage as appropriate. Generic construction waste. <p>Prior to construction of the Proposed Development, the appointed Contractor will prepare a RWMP. The RWMP will provide the segregation of all construction wastes into recyclable, biodegradable and residual wastes including any litter arising during the construction phase of the Proposed Development.</p> <p>Any waste produced as part of the Proposed Development will be dealt with in accordance with all relevant waste management legislation and guidance under chain of custody procedures. Waste stored on site will be located away from any sensitive receptors within appropriate waste receptacles.</p>
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(f) pollution and nuisances

Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	<p>During the construction phase, potential pollution pathways and nuisances for consideration include but are not limited to:</p> <ul style="list-style-type: none"> Increases in exhaust emissions to air as a result of construction machinery. Noise and vibration from equipment use. Social effects as a result of temporary traffic diversions on roads and footpaths. Airborne pollution including dust generation from construction activities and emissions from construction vehicles. Leaks and spills of materials used which contain hydrocarbons. Potential runoff of material to nearby waterbodies including coastal waterbodies. The spread of non-Scheduled invasive non-native species. <p>As the road is currently in use, there is potential for existing surface contamination associated with vehicle use of roads (for example drips and spills of hydrocarbons) that could extend to areas of the Proposed Development where breakout/excavation will be required. While there have been no reports of potential contamination it should be considered when removing the material from site.</p> <p>An Ecological Impact Assessment (EclA) has been carried out for the Proposed Development. The EclA notes a number of mitigation measures to be implemented and recommends that biosecurity measures are implemented as practicable to prevent the spread of non-Scheduled invasive non-native species identified during surveys. It is also noted that an Environmental Method Statement will be required by the tender contracts and it should include an Invasive Alien Species section with input from an Invasive Species specialist regarding the management and/or movements of soils and Invasive Alien Species.</p> <p>Construction mitigation measures will be set out in the CEMP to be produced by the appointed Contractor, which will include noise and vibration limits as per best</p>
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Screening Criteria

Proposed Development

	<p>management practices and mitigation measures for dust. The appointed Contractor's CEMP should also include an emergency response procedure for any spills that may occur during the construction phase. A traffic management plan will be prepared and agreed with DlrCC to minimise traffic disruptions and ensure the safe use of the road, and footpath during the construction phase.</p> <p>During operation the Proposed Development would be designed to ensure that the collection and disposal of effluent and run-off is appropriately isolated from unmade ground and porous surfaces so that the risk of a pollution incident is very low.</p>
Will the project cause:	
Noise and vibration	<p>Construction activities will produce noise and vibration which may produce an adverse impact on nearby sensitive receptors including nearby businesses. Construction activities will be programmed to minimise potential noise impacts to these receptors.</p> <p>Noise and vibration during operations are not expected to be significant.</p>
Release of light	The existing public lighting will be retained where possible. A number of lighting columns on Harbour Road will be relocated to the back of the footpath.
Heat	The Proposed Development will not cause release of heat.
Energy	The Proposed Development will not cause release of energy.
Electromagnetic radiation	The Proposed Development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The potential for accidents or incidents causing oil and chemical spillages are limited. No likely significant effects are anticipated with the adoption of site-specific risk management and remediation measures, as appropriate, during construction.
(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	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	<p>Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. The Proposed Development is not located within a CFRAM (catchment flood risk assessment management)² river flood extent or coastal flood extent. There are no records of past flood events within the Proposed Development. A past flood event has been documented approximately 300m to the west of the Proposed Development. The flood event occurred in October 2002 at Crofton Road through manholes, the flood source was documented as river³. A reoccurring flood event was documented approximately 400m west of the Proposed Development at Clearwater Cover, five flood events were recorded between 2002 and 2005.</p> <p>The Proposed Development is not likely to result in a major accident or disaster given its type, size and scale and the inherent measures that would be included in its design, implementation, and operation. Standard construction measures would be put in place during the construction phase such as a health and safety plan along with inherent environmental controls. The CEMP will include emergency spill response measures and methods of work.</p> <p>During the operation of the Proposed Development DlrCC will be required to implement an emergency response and a contingency and maintenance plan for the Proposed Development.</p> <p>No likely significant effects from flooding are anticipated at the Proposed Development as the Proposed Development will not result in an increase to impermeable area, as no recent flood events have been document and as the Proposed Development is not located within a CFRAM river flood extent or coastal flood extent.</p>
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	The location is not susceptible to earthquakes, subsidence, landslides, or extreme/adverse climatic conditions. Given the location of the Proposed Development, flooding is the most common and relevant for the proposed works. As noted above the Proposed Development is not located within a CFRAM river flood extent or coastal flood extent and the last recorded flood event in the wider environs occurred in 2005.
(h) the risks to human health (for example, due to water contamination or air pollution)	

² CFRAM information is available from the OPW Flood Maps, available online at [Flood Maps - Floodinfo.ie](https://www.floodinfo.ie) [last accessed 03/11/2023]

³ Past flood event information is available from the OPW Flood Maps, available online at [Flood Maps - Floodinfo.ie](https://www.floodinfo.ie) [last accessed 03/11/2023]

Screening Criteria	Proposed Development
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	<p>The Proposed Development is predominately located within Dún Laoghaire-West Central Electoral Division (ED) with a small section of the Proposed Development located within Dún Laoghaire-East Central ED. According to the 2022 census, of a total population of 2726 within Dún Laoghaire-West Central 2291 consider themselves to be of 'Very Good' or 'Good' health. This is similar to that observed for Dún Laoghaire-East Central ED, from a total of 2604 people 2209 consider themselves to be of 'Very Good' or 'Good' health⁴.</p> <p>As there are no watercourses within the Proposed Development the potential for waterborne pollution to be generated is low.</p> <p>The Proposed Development is located within Dublin City Air Quality Index Region which has a documented air quality index of 3-Good. Each region is ranked 1 – 10, with 1 being 'Good' and 10 being 'Very Poor'⁵.</p> <p>Given the size and type of the Proposed Development and with the implementation of best practice measures on site, no likely significant effects are anticipated to human health during the construction phase. Construction would be undertaken in accordance with the commitments to be set out in the appointed Contractor CEMP such that no significant construction effects on construction workers, residents and the environment would arise.</p>

In summary, it is considered that the characteristics of the Proposed Development indicate it would not constitute EIA development. Given the limited extent of the Proposed Development, in the context of the existing site, the limited likely use of natural resources, the low volume of waste likely to arise and the inclusion through a CEMP, of measures to mitigate effects of construction activities, the characteristics of the Proposed Development are not likely to give rise to significant environmental effects.

6.4.2 Location of the Proposed Development

Table 6-4 Location of the Proposed Development

Criteria	Commentary
(a) the existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	<p>Corine Land Cover 2018⁶ identifies the landcover within the Proposed Development as an area of artificial surfaces consisting of industrial, commercial and transport units and is located adjacent to an area of artificial surfaces of continuous urban fabric. The Proposed Development includes an existing road (Harbour Road) which provides access to Dún Laoghaire Harbour and Marina, located north of the Proposed Development.</p> <p>The Proposed Development is located within an area zoned under Zoning Objective W "to provide for waterfront development and harbour related uses" within the Dún Laoghaire-Rathdown County Development Plan 2022-2028⁷ (CDP). Table 13.1.14 of the CDP outlines the permitted in principle developments under Zoning Objective W, one of which is 'Transport Depot'. The CDP notes that "any development proposal should seek to ensure public accessibility to the harbour and shorefront".</p> <p>The Proposed Development is located adjacent to the location of the proposed Sutton to Sandycove Walkway-Cycleway, a component part of the National East Coast Trail Cycle Route. In addition, the Proposed Development will connect to the proposed Living Streets Coastal Mobility Route along the coast between Blackrock and Sandycove.</p> <p>The Proposed Development is not a transport depot but will provide six bus spaces along Harbour Road and will enable buses to turn around from westbound to eastbound. The Proposed Development is considered compatible with the zoning within the Dún Laoghaire-Rathdown CDP. In addition, the footprint of the Proposed Development will be within the existing bounds of public road, footpath, and verge and so will not result in a change to the existing land use zoning.</p> <p>Access to any Public Rights of Way (PRoW) will be restricted during construction and reinstated during operation.</p>

⁴ 2022Census data per Electoral Division is available online at <https://visual.cso.ie/?body=entity/ima/cop/2022&boundary=C04167V04938&quid=2ae19629-1d59-13a3-e055-000000000001> [last accessed 03/11/2023]

⁵ Clean Air and Health information is available online at <https://gis.epa.ie/EPAMaps/default> [last accessed 22/11/23]

⁶ Corine Land Cover 2018 information is available online at <https://gis.epa.ie/EPAMaps/> [last accessed 03/11/2023]

⁷ The Dún Laoghaire-Rathdown County Development Plan 2022-2028 is available online at <https://www.dlrcco.ie/CDP2022-2028> [last accessed 03/11/23]

Criteria

Commentary

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?

It is anticipated that required construction material for the Proposed Development would be sourced locally during the construction phase. Importation of fill and materials will be sourced from local suppliers where practicable. Materials will comply with vetting requirements. Materials should be reused where possible on site in accordance with all relevant legislation and guidance.

The Proposed Development is located within the existing bounds of public road, footpath, and verge within a built-up area of artificial surfaces consisting of industrial, commercial and transport units. Areas of naturalised habitats are very limited within the Proposed Development.

The Proposed Development will require the removal of approximately 19 trees, however these will be replaced by approximately 25 trees.

Taking into consideration the location of the Proposed Development on existing artificial surfaces and given the size and type of development no likely significant effects are anticipated on the abundance, availability, quality and regenerative capacity of natural resources.

(c) the absorption capacity of the natural environment, paying particular attention to the following areas:

(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?

No riparian areas or river mouths are located within the Proposed Development. The closest river, Monkstown Stream, is located approximately 1km west of the Proposed Development. The Monkstown Stream flows into South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) (site code 004024) and the South Dublin Bay proposed Natural Heritage Area (pNHA) (site code 000210).

Mudflats and sandflats are located 1.2km west of the Proposed Development and are located within South Dublin Bay Special Area of Conservation (SAC) (site code 000210).

Given the size, nature and location of the Proposed Development and taking into consideration the distance from the Proposed Development to wetlands and river mouths, there is no potential for impact on the absorption capacity of the natural environment relating to wetlands, riparian areas or river mouths.

(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?

Dún Laoghaire Harbour is located approximately 85m north of the Proposed Development (at its closest point). Existing hardstanding such as a car park, a yacht club and a building previously used as a passenger ferry terminal separate the Proposed Development from Dún Laoghaire Harbour.

Given the size, nature, scale and location of the Proposed Development and taking into consideration that the Proposed Development is located on and is surrounded by hardstanding areas, no potential for impact on the absorption capacity of the natural environment relating to coastal zones and marine environments is anticipated.

(iii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?

There are no mountain or forest areas within or adjacent to the Proposed Development. Mountain and forest areas within wider environs surrounding the Proposed Development include Dalkey Hill (approximately 3km southeast of the Proposed Development), Killiney Hill (approximately 3.2km southeast of the Proposed Development), and the Three Rock Mountain (approximately 8.4km southwest of the Proposed Development).

Taking into consideration size, nature and location of the Proposed Development and the distance and separation between the Proposed Development and mountain and forest areas there is no potential for impact on the absorption capacity of the natural environment relating to mountain and forest.

(iv) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?

The closest nature reserve is Booterstown Nature Reserve located approximately 4km west of the Proposed Development.

The small area of greenfield known as The Green is located approximately 75m west of the Proposed Development. The closest park, Peoples Park, is located approximately 500m east of the Proposed Development.

Taking into consideration size, nature and location of the Proposed Development and the distance and separation between the Proposed Development and nature reserves and parks there is no potential for impact on the absorption capacity of the natural environment relating to nature reserves and parks.

(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?

The Proposed Development is not located within a protected or designated site. The Proposed Development is located approximately 780m east of South Dublin Bay pNHA (site code 000210) and South Dublin Bay and River Tolka Estuary SPA (site code 004024), and 1.2km east of South Dublin Bay SAC (site code 000210). The Proposed Development is located approximately 320m west of Dalkey Coastal Zone and Killiney Hill pNHA (site code 001206) and 3km west of Rockabill to Dalkey Island SAC (site code 003000) and Dalkey Islands SPA (site code 004172).

An Appropriate Assessment (AA) Screening was carried out for the Proposed Development and pathways for disturbance of Special Conservation Interests (SCIs) of the SPAs were identified and tested for likely significant effects. No likely

Criteria	Commentary
	<p>significant effects from this impact were identified from the Proposed Development alone or in-combination with nearby planning applications from the last five years. The AA Screening concluded that in view of best scientific knowledge and objective information, it is concluded that likely significant effects from the Proposed Development on European sites will not arise, both individually or in-combination with other plans or projects and that there is no requirement to proceed to the next stage of AA.</p> <p>In addition, an EclA has been carried out for the Proposed Development. A number of embedded and additional mitigation measures have been identified within the EclA for implementation during the construction and operational phases of the Proposed Development. The EclA concluded that <i>"with the inclusion of embedded mitigation measures, there are no residual adverse ecological effects, on designated sites, notable habitats or other protected or notable species predicted. In all cases there is no effect or a negligible effect."</i></p> <p>Given the location of the site, the nature size and type of development and given the outcome of both the EclA and the AA Screening no likely significant effects associated with the Proposed Development are anticipated.</p>
(vi) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure?	<p>The Proposed Development is located within Kilcullen ground waterbody (code IE_EA_G_003). Kilcullen ground waterbody is considered 'At Risk' of failing to meet its Water Framework Directive (WFD) objectives by 2027. The Ground Waterbody WFD Status 2016-2021 is 'Good'.</p> <p>Dublin Bay (code IE_EA_090_0000) is located adjacent to the Proposed Development (approximately 85m north of the Proposed Development). Dublin Bay coastal waterbody is 'Not at Risk' of failing to meet its WFD objectives by 2027 and the coastal waterbody WFD status 2016-2021 for Dublin Bay is 'Good'⁸.</p> <p>Leeching of pollutants is a risk during the construction phase. However, best practice measures will be employed through adherence to the appointed Contractor CEMP and accidental spills and silt generation will be dealt with through prescribed spill response and silt collection measures.</p> <p>Taking into consideration the nature, and size of the Proposed Development, the location of the Proposed Development and the implementation of mitigation measures set out in the appointed Contractor CEMP, no likely significant effects are anticipated.</p>
(vii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	<p>The Proposed Development is predominately located within Dún Laoghaire-West Central Electoral Division (ED) with a small section of the Proposed Development located within Dún Laoghaire-East Central ED. According to the 2022 census, Dún Laoghaire-West Central ED has a total population of 2726 and Dún Laoghaire-East Central ED has a total population of 2604⁹.</p> <p>There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the Proposed Development.</p>
(viii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance?	<p>Landscape</p> <p>The Proposed Development is located adjacent to Dún Laoghaire Harbour within an area of artificial surfaces consisting of industrial, commercial and transport units and is located adjacent to an area of artificial surfaces of continuous urban fabric.</p> <p>The Proposed Development is not located within any of the fourteen Landscape Character Areas identified within the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and is not located within a high amenity area.</p> <p>A preserved view is located on Queen's Road adjacent to the Proposed Development however any works adjacent to this view would be minimal and in line with existing use. The Proposed Development would not alter or obstruct the view point.</p> <p>Taking into consideration the existing road and pathway within the Proposed Development and the type, scale and nature of the proposed works, there will be no impact upon views or character within the Proposed Development.</p> <p>Cultural Heritage¹⁰</p> <p>No protected structures are located within the Proposed Development, however a number of protected structures are located directly adjacent to the Proposed Development:</p> <ul style="list-style-type: none"> • Mallin Railway Station (RPS Number 534) Granite Flank Walls of former Railway Shed.

⁸ WFD information available online at <https://gis.epa.ie/EPAMaps/> [last accessed 07/11/2023]

⁹ 2022Census data per Electoral Division is available online at <https://visual.cso.ie/?body=entity/ima/cop/2022&boundary=C04167V04938&quid=2ae19629-1d59-13a3-e055-000000000001> [last accessed 03/11/2023]

¹⁰ Information on Cultural Heritage Assets available online at <https://heritagemaps.ie/WebApps/HeritageMaps/index.html> and https://heritagedata.maps.arcgis.com/apps/webappviewer/index.html?id=0c9eb9575b544081b0d296436d8f60f8&query=18a4bc9c428-layer-10%2CREG_NO%2C20512961 and [Historic Environment Viewer \(arcgis.com\)](https://historicenvironmentviewer.arcgis.com/) [last accessed 13/11/2023]

Criteria	Commentary
	<ul style="list-style-type: none"> • Mallin Railway Station (RPS Number 564) Railway Station and commercial premises. • Royal Saint George Yacht Club (RPS Number 599) Yacht Club Building. • Bollards and Chains (RPS Number 673). <p>The Proposed Development is located within Dun Laoghaire Harbour/Dun Laoghaire Seafront Candidate Architectural Conservation Area (LCA)¹¹.</p> <p>Policy Objective HER18 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 states <i>“It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed”</i>.</p> <p>It is noted in Appendix 4 of Dún Laoghaire-Rathdown County Development Plan 2022-2028 that unsympathetic works can have a detrimental impact upon the character of the ACA. Any planned works to the public realm should be respectful of the special character of the area and enhance the appreciation and setting of the streetscape.</p> <p>No cultural heritage assets listed on the Sites and Monuments Records (SMR) are located within the Proposed Development. No architectural heritage listed on the National Inventory of Architectural Heritage (NIAH) is located within the Proposed Development or its surrounding environs.</p> <p>No works are proposed to any protected structures and the Proposed Development is not anticipated to negatively impact the special character, appearance, or setting of any protected structure. The Proposed Development will seek to avoid impact to heritage assets.</p> <p>No impact is anticipated. If artefacts of archaeological interest or expected interest are located during the works, works will cease, and these will immediately be reported to DlrCC and the Department of Arts, Heritage and the National Museum of Ireland. Control measures will be included in the CEMP.</p>

In summary, it is considered that the location of the Proposed Development will not constitute EIA development. The Proposed Development will predominantly be located on existing road/layby/verges. The proposed works will be in keeping with the approved land uses for the area. Given the existing use of the land in the area around the Proposed Development there are limited natural resources in terms of soil, land and water that could be affected by the Proposed Development. With suitable control measures (as relevant during construction or operation) no likely significant environmental effects are anticipated.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5 Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The spatial extent of the Proposed Development measures 0.58 hectares. The expected duration of the construction works is approximately six months. Direct impacts associated with the proposed works are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area, however this would be restricted to the construction phase only. Due to the nature of the proposed works it is unlikely that the resident population would be significantly affected by the Proposed Development.
(b) the nature of the impact	
Outline the nature of the impact	There could be potential adverse construction impacts arising from temporary disruption or disturbance associated with construction activities. This has the potential to result in noise and air quality impacts but with the implementation of the control measures included in the appointed Contractor CEMP it is unlikely that impacts would give rise to significant environmental effects. The design will be developed to reduce operational impacts by incorporating control measures.
(c) the transboundary nature of the impact	

¹¹ Information on the Candidate Architectural Conservation Area is available online at <https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=6e5e0fb0384a47dcb61cbf4e36eb6dcc> [last accessed 13/11/23]

Criteria	Commentary
Is the project likely to lead to transboundary effects?	<p>There is potential for cumulative impacts such as temporary and transient impacts from noise, road traffic and dust to occur. However, it is not envisioned that all proposed and existing planning applications would progress to construction at exactly the same time. Under the assumption that all construction activities would be carried out in line with inherent environmental controls, regulatory controls and best practice measures, cumulative impacts are considered unlikely to be significant.</p> <p>During operation given the nature of the Proposed Development and taking into consideration that operational phase works will be limited to maintenance activities only, no cumulative impacts with other developments in the surrounding environs were identified during the operational phase.</p>
<hr/>	
(d) the intensity and complexity of the impact	
Outline the intensity and complexity of the impact	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
<hr/>	
(e) the probability of the impact	
Outline the probability of the impact	<p>Given the nature, size, and scale of the Proposed Development, and taking into consideration the implementation of appropriate mitigation measures, such as the implementation of an appointed Contractor's CEMP and associated inherent controls, and adherence to appropriate national guidelines and codes of practice it is considered that any potential impacts on the receiving environment during the construction phase would be short term in duration.</p> <p>During the operational phase it is considered that the likelihood of significant impacts on the receiving environment is low, and no likely significant impacts are anticipated as a result of the Proposed Development.</p>
<hr/>	
(f) the expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact	<p>The majority of potential impacts identified will occur during the construction phase of the Proposed Development. The expected duration of the construction phase is approximately six months; therefore, these impacts would be temporary and short-term in duration, and reversible upon completion of the works.</p> <p>Potential impacts associated with the operational phase will also be temporary and limited to maintenance works. The frequency and duration of potential impacts will vary depending on the activities being carried out however they are not anticipated to result in likely significant effects.</p>
<hr/>	
(g) the cumulation of the impact with the impact of other existing and/or development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	<p>There is potential for cumulative impacts such as temporary and transient impacts from noise, road traffic and dust to occur. However, it is not envisioned that all proposed and existing planning applications would progress to construction at exactly the same time. Under the assumption that all construction projects would be carried out in line with inherent environmental controls, regulatory controls and best practice measures, and given that larger project will have carried out environmental assessments for the respective developments, potential cumulative effects are considered unlikely to be significant.</p> <p>During operation, given the nature of the Proposed Development and taking into consideration that operational phase works will be limited to maintenance activities only, no cumulative impacts with other developments in the surrounding environs were identified during the operational phase.</p>
<hr/>	
(h) the possibility of effectively reducing the impact.	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	<p>The Proposed Development is not anticipated to result in any significant effects. Where effects are likely to occur, they will be temporary and short-term, mostly limited to the construction phase only, and would be localised to the Proposed Development and local environs. During construction the impact of the proposed works would be reduced through the implementation of the appointed Contractor CEMP.</p> <p>During operation, potential impacts would be reduced by the inclusion of design measures and operational control plans.</p>

From an assessment of the types and characteristics of the potential impacts likely to arise from the Proposed Development it is considered it will not constitute EIA development. With the implementation of the control measures included in an appointed Contractor CEMP during construction few impacts would be likely to arise. Those that do would be restricted to the Proposed Development and a limited area in proximity to the site and would not be significant. Apart from pedestrians and road users near the site the local population and other sensitive receptors are unlikely to be affected by construction activities.

7 Conclusion

The prescribed classes of development and thresholds that trigger an Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended. A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out, using the steps set out in Section 3 of this report.

The Proposed Development is not a type of development listed in Schedule 5 Part 1 and as the Proposed development does not equal or exceed a development of a type listed in Part 2 of Schedule 5 an EIA culminating in the preparation of an EIAR is not required. In addition, the Proposed Development is not a type of development requiring a mandatory EIA under the Roads Act 1993 (as amended).

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

Appendix A Screening Checklist

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
1 Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes - the Proposed Development will require the breakout of existing road and kerb to facilitate changes to the existing road layout, and some gullies will be relocated. No significant demolition works such as the demolition of buildings are required.	No - taking the size type and location of the Proposed Development into consideration no likely significant effects are anticipated.
2 Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes - the Proposed Development would likely require precast kerbs, paving, stone, aggregate and asphalt.	No - given the size and type of works required a requirement for large amounts of natural resources is not anticipated.
3 Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes - concrete, paint for road markings, oil, petrol, diesel etc. during construction only.	No - the appointed contractor will produce a CEMP for the Proposed Development which will include mitigation measures for the storage of chemicals and materials of harm to human health and/or the environment.
4 Will the Project produce solid wastes during construction or operation or decommissioning?	Yes - during construction only.	No - an RWMP will be produced by the appointed Contractor for the Proposed Development and waste would be removed from site by a licenced haulier to a licenced waste facility.
5 Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	No - the construction phase would produce limited air pollutants.	No - air pollutants are not expected to exceed those level already produced.
6 Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes - there is potential for noise and vibration to occur during construction phase.	No - with appropriate mitigation measures in place as part of the appointed Contractors CEMP, no significant effects on sensitive receptors are anticipated.
7 Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes - during construction phase only.	No - with appropriate mitigation measures in place as part of the appointed Contractors CEMP, no significant effects on sensitive receptors are anticipated.
8 Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes - during construction phase only.	No - a health and safety plan would be in place during the construction phase as well as an appointed Contractors CEMP.
9 Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	No - the Proposed Development would not result in any social changes.	No - the Proposed Development would not result in any social changes.
10 Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes - there is potential for cumulative impacts between the Proposed Development, D18A/0078, the proposed Sutton to Sandycove Walkway-Cycleway and Living Streets Coastal Mobility Route such as temporary and transient impacts from noise, road traffic and dust to occur.	No - cumulative impacts with these developments would be managed and minimised by consultation identifying phased construction activities, and appropriate control measures in relation to any future sensitive receptors..
11 Is the project located within or close to any areas which are protected under international, EU, or national or local	Yes - the Proposed Development is located adjacent to two protected structures Mallin Railway Station (RPS	No - taking into consideration the size, type and location of the Proposed Development and the implementation

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Number 534 and RPS Number 564) and is located within Dun Laoghaire Harbour/Dun Laoghaire Seafront Candidate Architectural Conservation Area (LCA).	of an appointed Contractors CEMP, the Proposed Development is not anticipated to result in any likely significant effects.
12 Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes - the Proposed Development is located near the coastline and Dún Laoghaire Harbour.	No - no potential for impact on the absorption capacity of the natural environment relating to coastal zones and marine environments is anticipated as the Proposed Development is located on and is surround by existing hardstanding..
13 Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No - the Proposed Development is located on and is surround by existing hardstanding.	No - the Proposed Development is located on and is surround by existing hardstanding.
14 Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes - the Proposed Development is located near the coastline and Dún Laoghaire Harbour.	No - the Proposed Development is located on and is surround by existing hardstanding. No potential for impact on the absorption capacity of the natural environment relating to coastal zones and marine environments is anticipated.
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?	Yes - a preserved view is located on Queen's Road adjacent to the Proposed Development.	No - any works adjacent to this view would be minimal and in line with existing use. The Proposed Development would not alter or obstruct the view point. No likely significant effects are anticipated.
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 - the Proposed Development is located within an existing road that leads to Dún Laoghaire Harbour.	No - a traffic management plan will be prepared and agreed with DlrCC to minimise traffic disruptions and ensure the safe use of the road, and footpath during the construction phase.
17 Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes - the Proposed Development is located within an existing road that leads to Dún Laoghaire Harbour.	No - a traffic management plan will be prepared and agreed with DlrCC to minimise traffic disruptions and ensure the safe use of the road, and footpath during the construction phase.
18 Is the Project in a location in which it is likely to be highly visible to many people?	Yes – the Proposed Development is located adjacent to Dún Laoghaire Harbour.	No – the Proposed Development will not alter the existing land use in the area and the type, scale and nature of the Proposed Development will not impact upon views or the character of the surrounding environs.
19 Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes – the Proposed Development is located adjacent to two protected structures Mallin Railway Station (RPS Number 534 and RPS Number 564) and is located within Dun Laoghaire Harbour/Dun Laoghaire Seafront Candidate Architectural Conservation Area (LCA).	.No - taking into consideration the size, type and location of the Proposed Development and the implementation of an appointed Contractors CEMP, the Proposed Development is not anticipated to result in any likely significant effects.
20 Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No - the Proposed Development within an area of existing hardstanding and grass verge.	No - the Proposed Development is located within an area of existing hardstanding and grass verge. Any additional areas of hardstanding implemented as part of the Proposed Development will be offset by the introduction of new grassed areas.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
21 Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	No - the Proposed Development within an area of existing hardstanding and grass verge.	No - the Proposed Development within an area of existing hardstanding and grass verge.
22 Are there any plans for future land uses within or around the location that could be affected by the Project?	No - the Proposed Development within an area of existing hardstanding and grass verge.	No - the Proposed Development within an area of existing hardstanding and grass verge.
23 Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.
24 Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.
25 Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.	No - the Proposed Development is located along an existing road in an area of existing hardstanding and grass verge.
26 Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes - the Proposed Development is located within Kilcullen ground waterbody (code IE_EA_G_003). Kilcullen ground waterbody is considered 'At Risk' of failing to meet its Water Framework Directive (WFD) objectives by 2027.	No - best practice measures will be employed through adherence to the appointed Contractor CEMP and accidental spills and silt generation will be dealt with through prescribed spill response and silt collection measures. Taking into consideration the nature, and size of the Proposed Development, the location of the Proposed Development predominantly on hard standing, the limited requirement for excavations, and the implementation of mitigation measures set out in the appointed Contractor CEMP, no likely significant effects are anticipated.
27 Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No - the Proposed Development is not located in an area susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions. There are no records of past flood events within the Proposed Development. A past flood event has been documented approximately 300m to the west of the Proposed Development. The flood event occurred in October 2002 at Crofton Road through manholes, the flood source was documented as river. A reoccurring flood event was documented approximately 400m west of the Proposed Development at Clearwater Cover, five flood events were recorded between 2002 and 2005.	No - the Proposed Development will not result in an increase to impermeable area, no recent flood events have been documented and the Proposed Development is not located within a CFRAM river flood extent or coastal flood extent. No likely significant effects from flooding are anticipated at the Proposed Development.
28 Summary of features of Project and of its location indicating the need for EIA	No significant likely effects were identified during the screening process and as such a full EIA culminating in the preparation of an EIAR is not required.	

Source: < European Commission's 'Environmental Impact Assessment of Projects: Guidance on Screening' (EC, 2017).>

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