Grand Canal to Lucan Urban Greenway

EIA Screening Report

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South Dublin County Council

JBA Project Manager

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Revision History

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S3-P01 / 10/12/2021	Draft Report	SDCC
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Contract

This report describes work commissioned by South Dublin County Council, by a letter dated 09/09/2021. Conor O'Neill of JBA Consulting carried out this work.

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Purpose

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Contents

List of Figures

List of Tables

Abbreviations

AA - Appropriate Assessment

CEMP - Construction and Environmental Management Plan

EIAR - Environmental Impact Assessment Report

LAP - Local Area Plan

NIAH - National Inventory of Architectural Heritage

NMS - National Monuments Service

SDCC - South Dublin County Council

SFRA - Strategic Flood Risk Assessment

WFD - Water Framework Directive

1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) has been commissioned by South Dublin County Council to prepare an EIA Screening Report for a proposed cycle route between the Grand Canal and Lucan, the Grand Canal to Lucan Urban Greenway (the 'proposed development'). The proposed development, which will be submitted under Part 8 of the Planning and Development Act (2000) as amended, consists of a cycle route constructed on existing roadways and green areas with existing footpaths. The route includes alterations to four existing bridges in Griffeen Valley Park.

1.1 Purpose of this Report

The purpose of this report is to identify whether there is a need under the Planning and Development Act 2000, as amended, or under the Roads Act (1993-2016), for an EIAR for the proposed development.

Schedule 5 (Parts 1 and 2) of the Planning and Development Act lists the groups of development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Part 2 lists projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

An additional group of projects, which are considered sub-threshold developments under Part 2, may fall below the thresholds set but may, under further analysis, be deemed to have significant effects due to their location within a catchment, size, or proximity to sensitive areas.

Section 50 of the Roads Act lists the groups of road development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 (a) of the Act lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Parts 1 (b-d) list projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria. If such projects are found likely to have significant environmental effects, An Bord Pleanála may direct the road authority to prepare an environmental impact assessment.

This report documents the methodology employed to determine whether the proposed development falls under any of these groups, and therefore will have significant environmental impacts. Rationale has been given for the decision made in reference to the relevant legislation, and additional documents have been referenced where required.

This report is intended for the project as described below. Any significant changes to the project description or location would require preparation of a new EIA screening report.

An Appropriate Assessment (AA) Screening Report has been prepared by JBA Consulting and has identified any potential impacts to Natura 2000 sites and protected landscapes. This EIA Screening document, along with the AA Screening Report, will be submitted as part of the planning process for the proposed development.

2 Description of Proposed Works

2.1 Site Location

The location for the development is South Dublin, in the areas of Lucan and Adamstown. The proposed cycle route will run from the Grand Canal, north along the Griffeen River through Griffeen Valley Park, and over the N4 to Lucan. There will be several additions or diversions to this main route.

2.2 Proposed Development

The proposed route is shown in Figure 2.1.

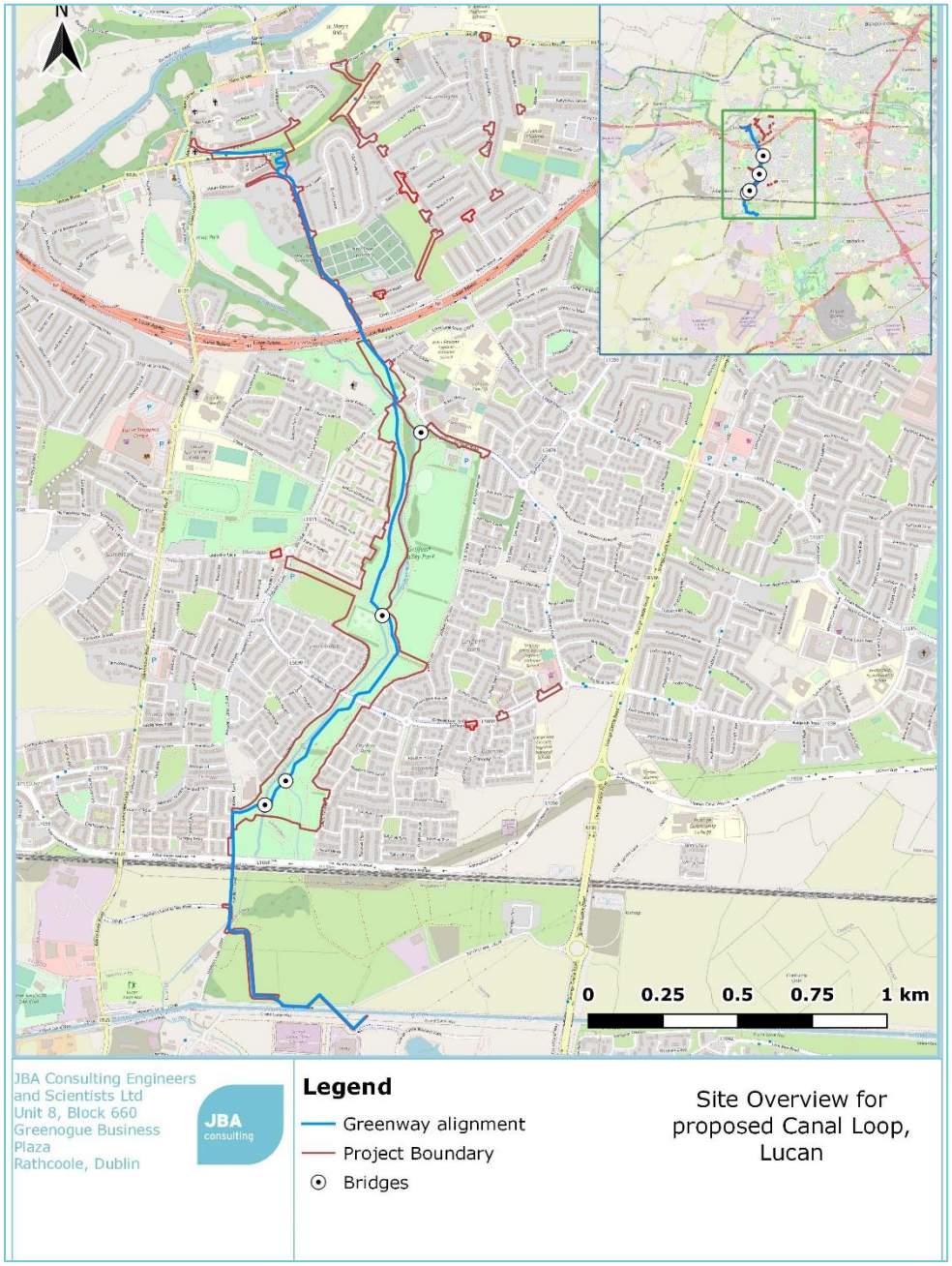

Figure 2-1: Proposed route location

The primary route of the scheme from Grand Canal to Lucan Village via Griffeen Valley Park has a total length of 4.2km, of which approximately 3.54km is through parks or other green areas. The majority of the route runs along existing footpaths. As part of design development a number of secondary links have been identified along existing roads and footpaths to better connect the primary route into the surrounding areas. The secondary links will comprise of small interventions

such as the removal of kissing gates, installation of way finding signage, junction tightening, road markings and safe school treatments to improve permeability and access onto the primary route. The combined length of the proposed secondary links is approximately 4.29km.

The proposed alignments are shown in Figure 2-2 below.

The varying characteristics of the proposed primary route resulted in the implementation of different cycling provision types that best suit the surrounding area. Existing infrastructure has been utilised as much as practical. Where existing footpaths are to be widened to 4m wide shared surfaces this will entail excavating to a depth of 250mm and backfilling with compacted stone. The finish material will be bituminous surfacing. Existing public lighting will be maintained as part of the scheme with additional public lighting proposed where required. Proposed public lighting will require a trench excavation to a depth of 600mm for ducting. Refer to General Arrangement drawings 284399-ARUP-ZZ-XX-DR-C-0000 to 0021_P03 which detail the location of the proposed public lighting. Public lighting will be designed to mitigate the impact artificial light might have on local habitats. There are four locations where existing bridge located within Griffeen Valley park are to be replaced to provide a 4m wide shared surface connection. Additional landscaping and public realm improvements are proposed throughout to enhance the scheme.

2.2.1 Timeline

Works are expected to start in early 2023 and take at least 6 months.

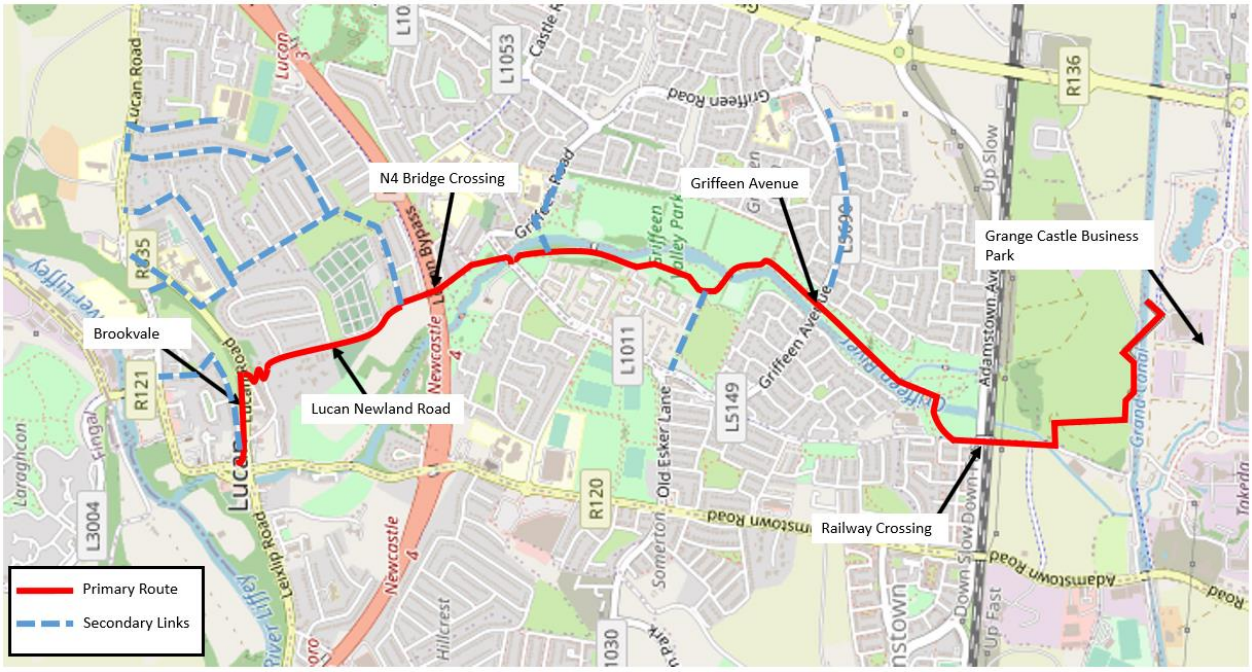

Figure 2-2: Primary Route and Secondary Links

2.2.2 Route Sections

The Grand Canal to Lucan Urban Greenway comprises mainly of parkland or low-speed residential roads. The varying characteristics of the proposed primary route resulted in the implementation of different cycling provision types that best suit the surrounding area. In order to best describe the proposed interventions the route has been subdivided into each eight sections. The works proposed for each subsection are described in the summary below. Figure 2-3 illustrates the approximate location and extent of each section.

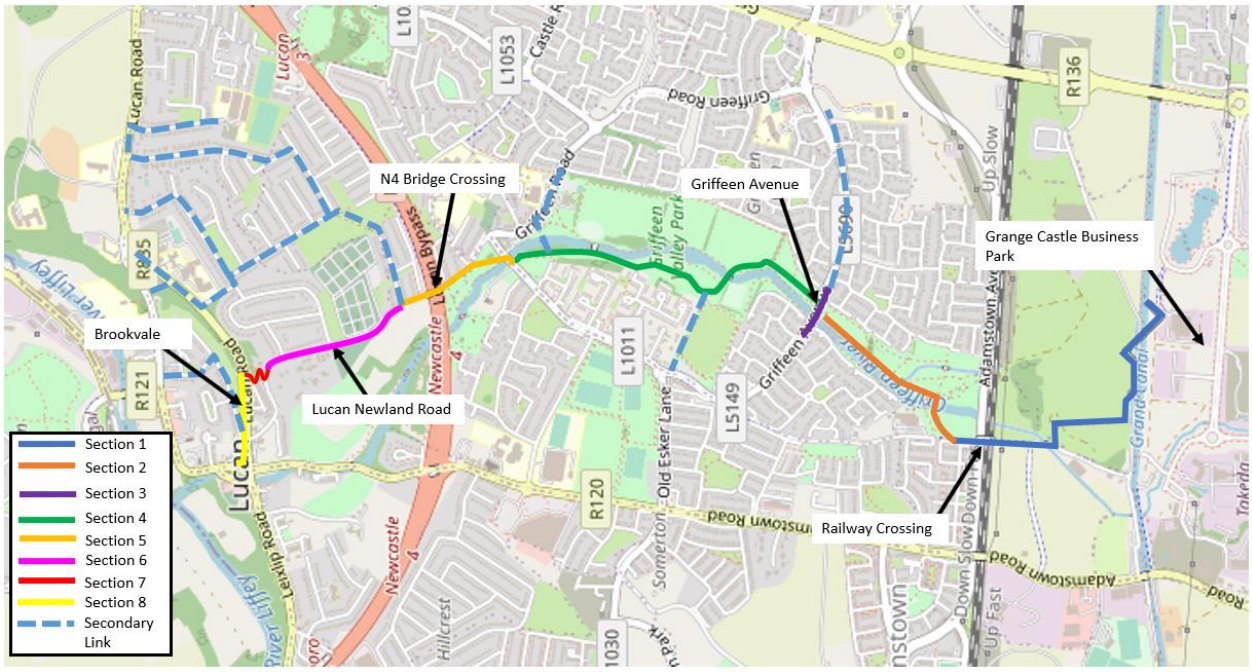

Figure 2-3: Proposed Route Sections and Secondary Links

Section 1 – Grange Castle Business Park to Griffeen Valley Park

Starting at the Grange Castle Business Park the Greenway will begin at the Grand Canal Greenway and cross the existing pedestrian bridge into the Clonburris SDZ parklands. The route will utilise the existing pavement in the parklands with minor engineering and landscaping improvements. The remainder of this section consists of Hayden's Lane and the existing railway bridge. Due to the low traffic volume and speed nature of Hayden's Lane it is proposed to upgrade it to a shared street. No major works are proposed at the existing railway bridge except for minor improvements to improve visibility and safety for users. Existing public lighting will provide appropriate lighting for this section of the greenway.

Section 2 – Hayden's Lane to Griffeen Avenue

A 4m wide shared surface is proposed for this section. The existing pavement is sufficiently wide to accommodate the proposed 4m shared surface along most of this section. There are two bridges to be upgraded in this section. Both bridges are approximately 2m wide and it is proposed to replace these with 4m wide bridges. Existing public lighting will provide appropriate lighting for this section of the greenway.

Section 3 – Griffeen Avenue

Griffeen Avenue splits Griffeen Valley Park into two sections and forms an important link between the southern and northern section of the park. It is proposed enhance the public realm areas on either side of the road to create a safe and welcoming environment. These improvements include opening the boundary wall of the park; providing a park plaza with a resting area and landscaping interventions; converting the existing signalised crossing to a raised belisha beacon zebra crossing and narrowing the carriageway to 6m. There are no changes proposed to the existing public lighting provision on Griffeen Avenue.

Section 4 – Griffeen Avenue to Esker Bridge

The northern section will consist of 4m wide shared surface. The existing pavement along this section ranges between 2 and 2.6 meters, to achieve the desirable pavement widths, existing pavements will need to be widened into the adjacent verge. The widening is designed to minimise impact on tree route systems. New pavements will also be constructed to provide connections through desire lines in the park. There are two bridges to be upgraded in this section. Both bridges are approximately 1.5 to 2m wide and it is proposed to replace these with 4m wide bridges. There is no existing lighting in the northern section of the park. Where lighting is proposed within the vicinity of trees, bat sensitive lighting will be provided.

Section 5 – Esker Bridge to Lucan Newlands Road

It is proposed to reduce the width of the carriageway at the bridge to 6 meters, provide a new footpath on the northern section and widen the existing footpath on the southern section to a minimum width of 2 meters. A 10m wide raised belisha beacon crossing is proposed to connect the route from Griffeen Valley Park across Esker Bridge. North of Esker bridge it is proposed to upgrade the existing path to a 4m wide shared surface, the existing pavement is approximately 2m wide, therefore, widening will be required. Some realignment of the path will be required at the approach to Esker Lane to provide for smooth cycling conditions. No improvements are proposed to the N4 crossing bridge. Public Lighting will be provided in the parklands north of Esker Bridge as there are no provisions in the existing conditions. Where lighting is proposed within the vicinity of trees, bat sensitive lighting will be provided.

Section 6 –Lucan Newlands Road to Esker Lawns

This section consists of Lucan Newlands Road, between Cherbury Park Road and Esker Lawn. It is proposed to upgrade this section to a shared street and provide a series of speed mitigation measures.

Section 7 – Brookvale

Brookvale forms an important link along the proposed route as it is the connecting link between Lucan Newlands Road and Lucan Village. It is proposed to provide a gently sloped route through Brookvale that takes the form of a 3m shared space with gradients of less than 5% or 1:20 and landings every 10m or 500mm rise and resting places at each turn. Stairs are provided through the centre of route to link up the level landings and provide an alternative route for pedestrians. A landscaping and public realm design have been conducted for this location to integrate this section of the route into the surrounding area.

Section 8 – Sarsfield Park Boardwalk

It is proposed to provide a raised table and toucan Crossing on Lucan Road to provide a link from the base of Brookvale to the boardwalk adjacent to Lucan Road. The boardwalk will serve as a connection to Lucan Village through Sarsfield Park Lane and providing universal access for all along a shared pedestrian and cycling facility while avoiding the space and gradient constraints along Lucan Road. The proposed boardwalk is approximately 234m in length and has a varying width with a minimum width of 3m achieved throughout.

2.2.3 Summary of Principal Structures (bridges)

In addition to the works creating the greenway, there are four locations where principal structures are required along the Greenway and are identified as follows;

- River Griffeen Crossing No.1
- River Griffeen Crossing No.2
- River Griffeen Crossing No.3
- River Griffeen Crossing No.4

The following image details how the proposed bridge replacements will look. Each prefabricated bridge will provide a 4m wide shared pedestrian and cycle connection over the river. Further details of which are described in the next sections.

Figure 2-4: Proposed Bridge Design Precedent – 4m wide Shared Pedestrian and Cycle Connection (Source: Arup)

Figure 2-5: Proposed Bridge Design Precedent - Steel Through-Truss Arrangement Supported on Concrete Abutments (Source: Arup)

Figure 2-6: Proposed Bridge Design Precedent - Steel Through-Truss Arrangement Supported on Concrete Abutments (Source: Arup)

2.2.3.1 River Griffeen Crossing No. 1

A new shared pedestrian and cyclist path is proposed to cross the River Griffeen at the southern section of Griffeen Valley Park, adjacent to Hayden's Lane. The existing 2.1m wide 18m single span bridge is proposed to be replaced with a wider prefabricated bridge to provide for a 4m wide crossing over the river.

The proposal consists of 4m wide 18m single span bridge, comprising a steel through-truss arrangement supported on concrete abutments. This configuration minimises the structural depth below deck level, ensuring the superstructure is clear of the design flood level at this location. Soffit levels of the proposals will match that of the existing bridge where possible.

A 1.45m high parapet on the bridge will provide suitable protection for pedestrians and cyclists.

To minimise the environmental impact on the watercourse, where possible it is proposed to retain and modify the existing concrete abutments to carry the additional load of the replacement bridge. A detailed abutment design and bridge replacement methodology will follow the completion of ground investigations.

An offset of approximately 2m from the edge of abutment to Top of Bank (TOB) will provide adequate space to install protective measures to control any accidental discharge or run-off of construction materials down the slope and into the watercourse below.

A temporary working platform will be constructed to support the crane which will be used to both remove the existing bridge deck and lift the replacement deck in place. Lifting it in place will minimise any interference with the watercourse. There is sufficient space on the West side of the existing bridge to construct the working platform in a safe location that will not impact the watercourse.

In order to remove the existing bridge the superstructure will be dislodged from the abutments. The bolted connection will be disconnected in the reverse order as to how it was installed. If required, these connections can be locally broken out and the concrete can be repaired if it the support is to be reused. The superstructure will be lifted out in one go and then dismantled at a suitable location on site before being removed off site. Lifting it out in one manoeuvre will minimise any interference with the watercourse.

A Construction Environmental Management Plan (CEMP) will be prepared in conjunction with the appointed contractor to agree appropriate additional environmental mitigation measures to ensure the watercourse is protected.

The steel decking will be finished with a combined waterproofing / anti-slip surfacing.

No additional structures are required either end of this bridge, as the shared path approaches at grade.

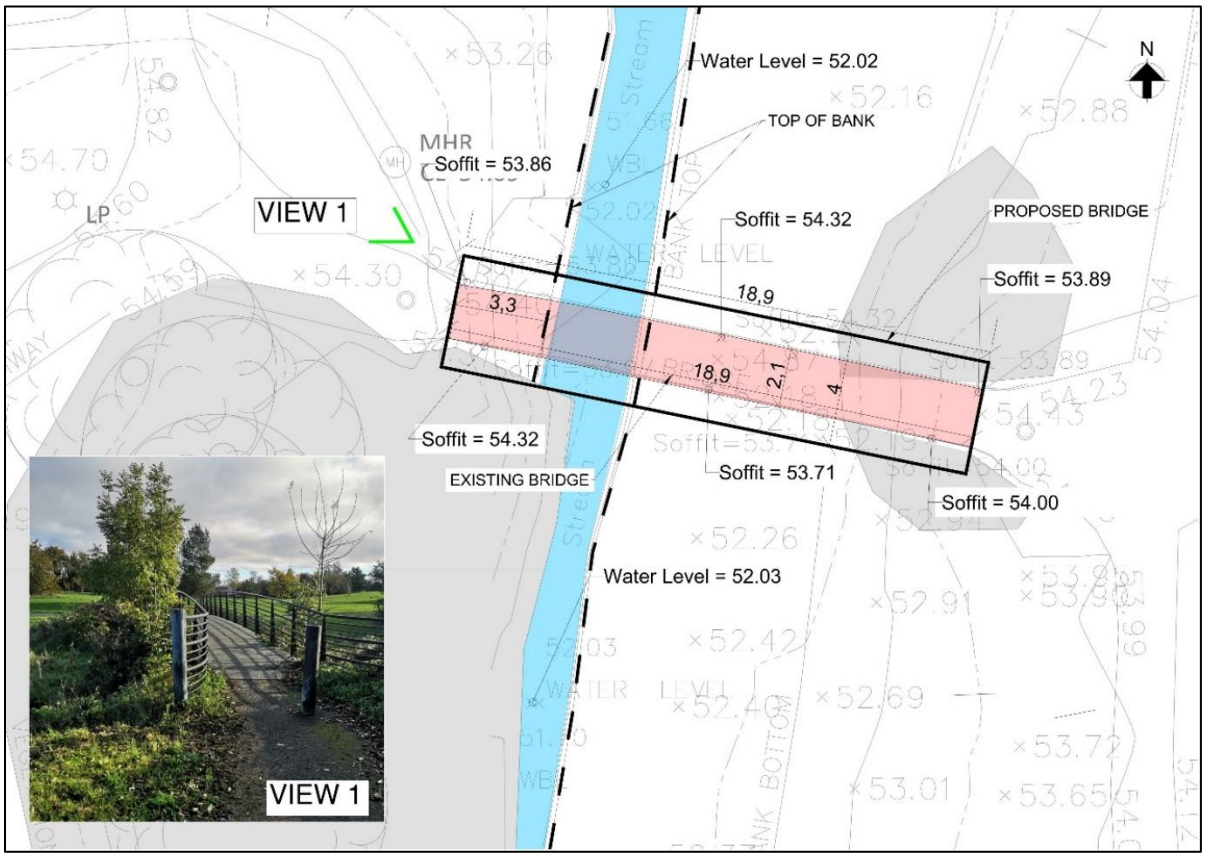

Figure 2-7: Plan View of Existing and Proposed River Griffeen Crossing No.1 (Source: Arup)

2.2.3.2 River Griffeen Crossing No. 2

A new shared pedestrian and cyclist track is proposed to cross the River Griffeen at the southern section of Griffeen Valley Park, adjacent to Hayden's Park Dale. The existing 2.1m wide with a span of 14.4m is proposed to be replaced with a wider prefabricated bridge to provide for a 4m wide crossing over the river.

The proposal consists of 4m wide 14.4m single span bridge, comprising a steel through-truss arrangement supported on concrete abutments. This configuration minimises the structural depth below deck level, ensuring the superstructure is clear of the design flood level at this location. Soffit levels of the proposals will match that of the existing bridge where possible.

A 1.45m high parapet on the bridge will provide suitable protection for pedestrians and cyclists.

To minimise the environmental impact on the watercourse, where possible it is proposed to retain and modify the existing concrete abutments to carry the additional load of the replacement bridge. A detailed abutment design and bridge replacement methodology will follow the completion of ground investigation.

An offset of approximately 2m from the edge of abutment to Top of Bank (TOB) will provide adequate space to install protective measures to control any accidental discharge or run-off of construction materials down the slope and into the watercourse below.

A temporary working platform will be constructed to support the crane which will be used to both remove the existing bridge deck and lift the replacement deck in place. Lifting the deck in place will minimise any interference with the watercourse. There is sufficient space on the East side of the

existing bridge to construct the working platform in a safe location that will not impact the watercourse.

In order to remove the existing bridge the superstructure will be dislodged from the abutments. The bolted connection will be disconnected in the reverse order as to how it was installed. If required, these connections can be locally broken out and the concrete can be repaired if it the support is to be reused. The superstructure will be lifted out in one go and then dismantled at a suitable location on site before being removed off site. Lifting it out in one manoeuvre will minimise any interference with the watercourse.

A Construction Environmental Management Plan (CEMP) will be prepared in conjunction with the appointed contractor to agree appropriate additional environmental mitigation measures to ensure the watercourse is protected.

The steel decking will be finished with a combined waterproofing / anti-slip surfacing.

No additional structures are required either end of this bridge, as the shared path approaches at grade.

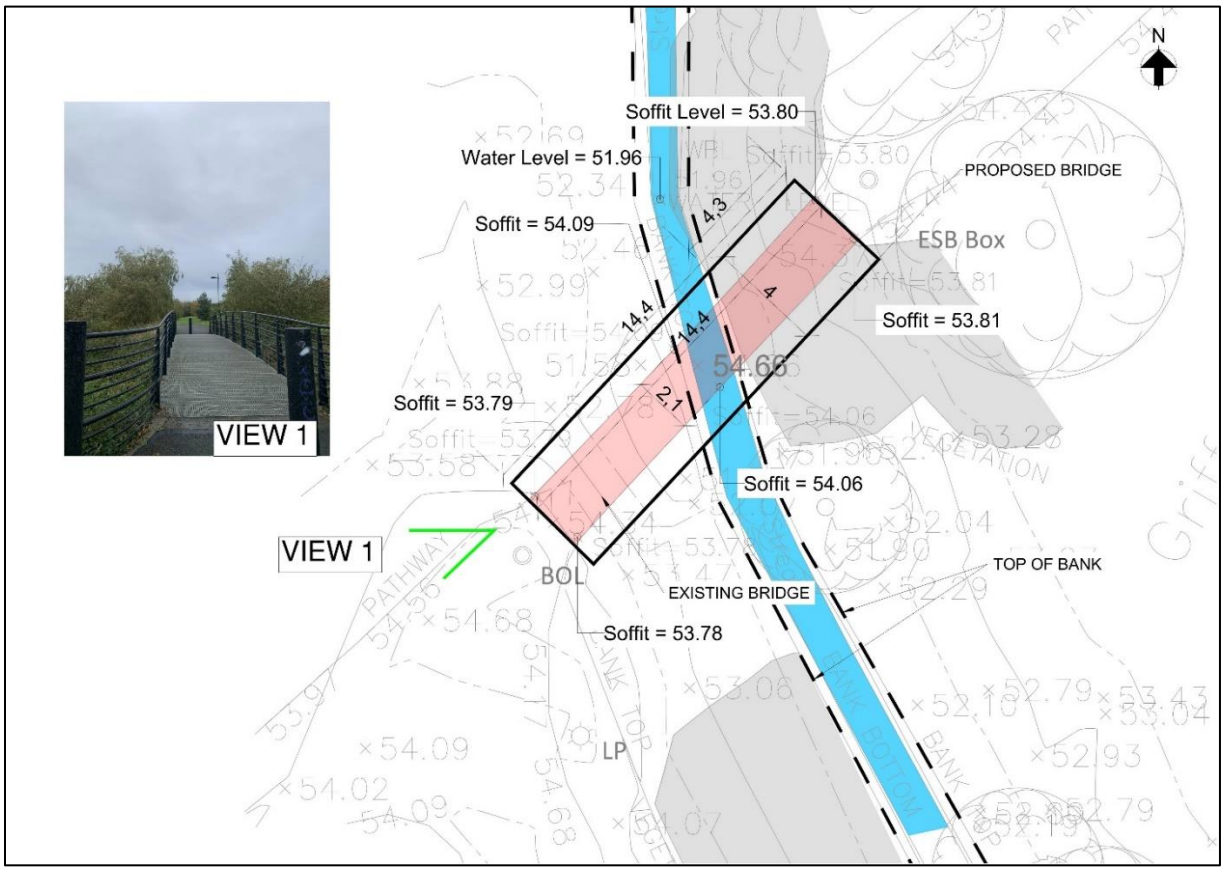

Figure 2-8: Plan View of Existing and Proposed River Griffeen Crossing No.2 (Source: Arup)

2.2.3.3 River Griffeen Crossing No. 3

A new shared pedestrian and cyclist path is proposed to cross the River Griffeen at the northern section of Griffeen Valley Park, adjacent to the Dog Run Park. The existing 2.2m wide 22.4m span bridge is proposed to be replaced with a wider prefabricated bridge to provide for a 4m wide crossing over the river.

The proposal consists of 4m wide 23.2m single span bridge, comprising a steel through-truss arrangement supported on concrete abutments. Soffit levels of the proposals will match that of the existing bridge where possible. This configuration minimises the structural depth below deck level, ensuring the superstructure is clear of the design flood level at this location. Soffit levels of the proposals will match that of the existing bridge where possible.

A 1.45m high parapet on the bridge will provide suitable protection for pedestrians and cyclists.

To minimise the environmental impact on the watercourse, where possible it is proposed to retain and modify the existing concrete abutments to carry the additional load of the replacement bridge. A detailed abutment design and bridge replacement methodology will follow the completion of ground investigation.

An offset of approximately 2m from the edge of abutment to Top of Bank (TOB) will provide adequate space to install protective measures to control any accidental discharge or run-off of construction materials down the slope and into the watercourse below.

A temporary working platform will be constructed to support the crane which will be used to both remove the existing bridge deck and lift the replacement deck in place. Lifting the deck in place will minimise any interference with the watercourse. There is sufficient space on either side of the existing bridge to construct the working platform in a safe location that will not impact the watercourse.

In order to remove the existing bridge the superstructure will be dislodged from the abutments. The bolted connection will be disconnected in the reverse order as to how it was installed. If required, these connections can be locally broken out and the concrete can be repaired if it the support is to be reused. The superstructure will be lifted out in one go and then dismantled at a suitable location on site before being removed off site. Lifting it out in one manoeuvre will minimise any interference with the watercourse.

A Construction Environmental Management Plan (CEMP) will be prepared in conjunction with the appointed contractor to agree appropriate additional environmental mitigation measures to ensure the watercourse is protected.

The steel decking will be finished with a combined waterproofing / anti-slip surfacing.

No additional structures are required either end of this bridge, as the shared path approaches at grade.

Figure 2-9: Plan View of Existing and Proposed River Griffeen Crossing No.3 (Source: Arup)

2.2.3.4 River Griffeen Crossing No. 4

A new shared pedestrian and cyclist path is proposed to cross the River Griffeen at the northern section of Griffeen Valley Park, adjacent to Esker Manor. The existing 1.4m wide bridge spanning approximately 10.8m is proposed to be replaced with a wider prefabricated bridge to provide for a 4m wide crossing over the river.

The proposal consists of 4m wide 13.8m single span bridge, comprising a steel through-truss arrangement supported on concrete abutments. This configuration minimises the structural depth below deck level, ensuring the superstructure is clear of the design flood level at this location. Soffit levels of the proposals will match that of the existing bridge where possible.

A 1.45m high parapet on the bridge will provide suitable protection for pedestrians and cyclists.

To minimise the environmental impact on the watercourse, where possible it is proposed to retain and modify the existing concrete abutments to carry the additional load of the replacement bridge. A detailed abutment design and bridge replacement methodology will follow the completion of ground investigation.

An offset of approximately 2m from the edge of abutment to Top of Bank (TOB) will provide adequate space to install protective measures to control any accidental discharge or run-off of construction materials down the slope and into the watercourse below.

A temporary working platform will be constructed to support the crane which will be used to both remove the existing bridge deck and lift the replacement deck in place. Lifting the deck in place will minimise any interference with the watercourse. Due to the constrained space, existing trees and vegetation, the weight of the lift could be reduced by erecting the bridge in parts and assembled over the waterway. This will reduce the size of the crane required and potentially the size of the working platform. The working platform would be constructed on the East side of the existing bridge with mitigation measures put in place to minimise impact to the existing vegetation and the watercourse.

In order to remove the existing bridge the superstructure will be dislodged from the abutments. The bolted connection will be disconnected in the reverse order as to how it was installed. If required, these connections can be locally broken out and the concrete can be repaired if it the support is to be reused. The preferred option for removing the existing bridge would be to lift the superstructure out in one go and then dismantled at a suitable location on site before being removed off site. However, similar to the proposed construction methodology the existing superstructure could be dissembled in parts before being lifted out and removed off site. If it were to be dismantled in parts suitable mitigation measures would be put in place to minimise any interference with the watercourse.

A Construction Environmental Management Plan (CEMP) will be prepared in conjunction with the appointed contractor to agree appropriate additional environmental mitigation measures to ensure the watercourse is protected.

The steel decking will be finished with a combined waterproofing / anti-slip surfacing.

No additional structures are required either end of this bridge, as the shared path approaches at grade.

Figure 2-10: Plan View of Existing and Proposed River Griffeen Crossing No. 4 (Source: Arup)

3 Purpose of Screening

3.1 Legislative Context for EIAR in Ireland

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended, and in Section 50, Parts 1 (b-d) of The Roads Act 1993, as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 of the Planning and Development Act, or under Section 50 Parts 1 (b-d) of the Roads Act may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

The principal legislation under which an EIAR may be undertaken for various developments is The Planning and Development Act 2000, as amended, and for road developments is The Roads Act, 1993, as amended. Further regulations are explained in The Planning and Development (Environmental Impact Assessment) Regulations 2001-2018, and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019.

Legislation is examined below as to whether an EIAR will be required for this project.

3.2 The Planning and Development Act 2000 - Mandatory EIAR

The Planning and Development Act 2000, as amended, Section 172 sets out the types of projects that require an Environmental Impact Assessment Report (EIAR):

An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

a. the proposed development would be of a class specified in

- i. Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either-
- I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
- II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
- ii. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either-
- I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
- II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

b.

- i. the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and
- ii. the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.

3.2.1 Part 1 of Schedule 5 of the Planning and Development Regulations 2001-2018

Projects which fall under Schedule 5, Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects. The proposed cycle route does not fall under Schedule 5, Part 1.

3.2.2 Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2018

The proposed development does not fall under any categories in Part 2 of Schedule 5.

3.3 The Roads Act 1993 (as amended) - Mandatory EIAR

The relevant summaries of legislative requirements for EIAR Screening for road developments are set out in Table 3.1 below. A cycleway is defined as a public road reserved for the exclusive use of cyclists and pedestrians, as per Section 68 of the Roads Act, 1993.

Table 3.1: Mandatory EIA for road projects, adapted from NRA (2008)

Mandatory		Regulatory Reference
1) Construction of a motorway		S. 50(1)(a)(i) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
2) Construction of a busway		S. 50(1)(a)(ii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
3) Construction of a service area		S. 50(1)(a)(iii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
4) Any prescribed type of road development consisting of the construction of a public road or the improvement of an existing road, namely:	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;	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993)
	The construction of a new bridge of tunnel which would be 100 metres or more in length.	

Mandatory		Regulatory Reference
(5) Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(6) Where a road authority considers that a 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 EIS.		S. 50(1)(b) of the Roads Act, 1993
(7) In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),	S. 50(1)(d) of the Roads Act, 1993, as inserted by Art. 14(a) of the EIA (Amendment) Regulations, 1999.
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	

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

The proposed development will consist of limited repaving and realignment of footpaths or sections of roadway in order to create a cycle route. The four bridges are under the thresholds in Table 3.1. The proposed scheme does not fall under any of the categories outlined above. Therefore, an EIAR has not been automatically triggered for this proposed development.

3.4 Sub-threshold EIAR

In accordance with the requirement to submit an EIAR with sub-threshold planning application (Article 103 of the Planning and Development Regulations 2001-2018), where a planning application for sub-threshold development is not accompanied by an EIAR, and the Planning Authority considers that the development is likely to have significant effects on the environment it shall, by notice in writing, require the applicant to submit an EIAR. This process therefore occurs after submission of an application, if that application is not accompanied by an EIAR.

The decision as to whether a development is likely to have 'significant effects' on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001-2018. Schedule 7A requires that the following information be provided for the purposes of screening sub-threshold development for EIAR:

1. A description of the proposed development, including in particular—

    a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and

    b) a description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the proposed development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment 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.

    c) The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2018 (DHPLG 2018).

In order to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of development below the national mandatory EIAR thresholds, the Minister for the Environment, Heritage and Local Government published a Guidance document in August 2003, the Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development and the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018b)

The criteria, as transposed in Irish legislation, are grouped under three headings:

i. Characteristics of Proposed Development

ii. Location of Proposed Development

iii. Characteristics of Potential Impacts

For the purposes of assessing if the development is likely to have significant effects on the environment in reference to these three parameters, the project is examined below in further detail.

4 Overview of Environmental Impacts

An overview of the potential environmental impacts of the development, according to theme presented in an EIAR, is provided below.

4.1 Population and Human Health

Once operational, the development will provide a positive impact to population and human health, by providing an attractive amenity for recreation that both locals and tourists can avail of. The improvement of cycling infrastructure in the area will provide a higher level of safety for those using bicycles, and may induce others to use bicycles in the area.

During construction, there is a risk to the health and safety of workers on the development, as with any construction project. This will be mitigated against by the operational plans devised by the contractor.

Residences in the vicinity of the proposed development will experience some negative impacts during the construction phase of the development. These will be temporary, and will be mitigated against by the operational plans devised by the contractor and adherence to standard best practice regarding control of noise and vibration, dust, and limitations on working hours.

4.2 Biodiversity

Ecological receptors that must be examined include protected Natura 2000 sites under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), as well as species protected under the Wildlife Act (1976), and any ecological receptors which may be negatively impacted by the proposed development, both directly and indirectly.

4.2.1 Proximity to Protected Sites

An Appropriate Assessment (AA) Screening has been completed by JBA Consulting for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Those sites within the 15km (plus hydrological extension) Zone of Influence of the proposed development are shown in Table 4.1.

The AA Screening determined that there are no likely significant impacts on any Natura 2000 sites as a result of the proposed development.

Table 4.1: Natura 2000 sites within 15km of the proposed development

Natura 2000 site	Site Code	Approximate distance from site
Rye Water Valley/Carton SAC	001398	2.6km
South Dublin Bay and River Tolka Estuary SPA	004024	13.9km
South Dublin Bay SAC	000210	15.0km
North Dublin Bay SAC	000206	17.0km
North Bull Island SPA	004006	17.0km

4.2.2 Other Ecological Receptors

An ecological walkover survey was conducted by JBA ecologists to assess the presence of protected or other notable species. No evidence of any protected species that are qualifying interests of a Natura 2000 site within the zone of influence were found. Otter *Lutra lutra* spraint was recorded next to Griffeen River north of Griffeen Avenue. Otter is an Annex II species protected under the EU Habitats Directive, however is not a qualifying interest of a Natura 2000 site within the zone of influence. The proposed development will not impact any Otter or Otter holts. No Annex I habitats were recorded during the survey.

An Ecological Impact Assessment (EcIA) has been completed for the proposed development by JBA. This report outlines proposed mitigation measures for the protection of ecology on-site, considering, among other things, potential impacts on bats and advice on lighting design. The EcIA noted that the loss of woodland of 0.5 acres to the north and south of Lucan Road where the footpath

will be extended/widened will not lead to a significant negative impact, as the loss will be offset by proposed additional planting along the route.

The EcIA should be read in full, but in summary the mitigation measures include:

- The preparation of a Construction Environmental Management Plan (CEMP) by the appointed contractor, incorporating the mitigation measures outlined here and in the EcIA;
- Sediment control measures, including the placement of silt fences between the works and the banks of the watercourse, where works are taking place closer than 15m to a waterbody;
- General measures for the safe setup of the site compound;
- Pollution control and spill prevention measures;
- Tree removal will be conducted outside the bird nesting season (March to September inclusive);
- Trees not marked for removal will have protective fencing put in place prior to works commencing;
- General avoidance measures for the protection of wildlife during construction.

4.3 Soils and Geology

The underlying bedrock of the site is composed of dark grey to black limestone and shale.

The subsoils underlying the site are mainly limestone till, with a smaller area of made ground.

4.4 Hydrology and Hydrogeology

4.4.1 Surface Water

The proposed site lies within the Water Framework Directive (WFD) Liffey and Dublin Bay catchment and Liffey_SC_090 sub-catchment (EPA, 2020). Parts of the route run along or close to the Griffeen River (LIFFEY_170). Four bridge upgrades are required for the proposed development.

The South Dublin Strategic Flood Risk Assessment outlines a matrix of vulnerability versus flood zones for proposed developments (Table 4.2). Local transport infrastructure is listed as less vulnerable development in the SFRA. Short sections of the route in Griffeen Valley Park are within Flood Zones B and C, which is appropriate for the development as per the SFRA. The route crosses the Griffeen River on bridges at five locations; each of these existing bridges cross over Flood Zone A.

During construction, there is the potential for emissions of dust and silt into surface waterways. This could therefore lead to a reduction in water quality if contamination reaches waterbodies. This is most likely to occur at the bridge crossings of the Griffeen River. During bridge upgrade works, mitigation measures will be put in place by the contractor to ensure no significant impacts occur to surface water. These are outlined in full in the EcIA and summarised in Section 4.2.2 above. A silt fence will be put in place between the works and the banks of the watercourse at any place where works are within 15m of a waterbody, and pollution control and spill prevention measures will be in place throughout the works. With these protection measures during construction in place, there will be no significant impact to surface water.

Once operational, the development is unlikely to result in surface water impacts.

Table 4.2: Matrix of vulnerability versus flood zone to illustrate appropriate development and that required to meet the Justification Test (South Dublin SFRA)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

4.4.2 Groundwater

The groundwater body underlying the site is Dublin (IE_EA_G_008), which is Good status and Under Review.

Groundwater vulnerability, a measure of the likelihood of groundwater contamination occurring, is High to Extreme across most of the site. The site is therefore generally at high risk of groundwater contamination.

There are no Groundwater Zone of Contribution sites listed by the EPA near the development site, nor any drinking water sites with groundwater abstraction that are not on the groundwater quality monitoring network.

4.5 Cultural Heritage

There are several points which are adjacent to or near archaeological features or protected structures.

At Hayden's Lane, the route will cross over the railway line via the existing bridge, which is listed on the NIAH (Reg. No. 11204059).

In Griffeen Valley Park, the route will cross over King John's Bridge or Esker Bridge (NIAH Reg. No. 11204023), dating from c. 1820. This bridge is distinct from the earlier King John's Bridge listed on the NMS (DU017-078----), which is approximately 40m to the south.

The proposed route will terminate in Lucan, a historic town listed on the NMS (DU017-019----).

Under the National Monuments Acts, a Ministerial Notification should be forwarded to the NMS two months prior to commencement of works at or near Recorded or Registered Monuments.

4.6 Air and Climate

There is potential for impacts to air quality through emissions during the construction phase of the development, due to the operation of machinery on site and transport of materials to and from the site. These impacts will be mitigated against with measures outlined in the contractor's operating plans.

The proposed development will not give rise to any significant impacts on air quality or climate during operational period. The proposed development may lead to positive air and climate impacts by leading to an increase in cycling along the route, and a subsequent decrease in car use.

4.7 Noise and Vibration

There is potential for localised noise and vibration impacts to residential properties in the vicinity of the proposed development during the construction phase due to operation of machinery on site. These impacts would be temporary and only during the construction phase. Mitigation measures against such impacts will be outlined in the operating plans to be devised by the contractor.

The proposed development will not lead to any significant noise or vibration impacts during operational period. Any decrease in car use due to the proposed development would lead to a decrease in noise impacts from cars.

4.8 Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners. Most of the scheme will run through parks and green areas, providing an attractive location for the route.

4.9 Material Assets including Traffic, Utilities, and Waste

4.9.1 Traffic

During construction, limited road closures or diversions will be necessary in certain locations. This will result in a temporary disruption for road users. Alternative routes are available in the area.

Once operational, the proposed development will have no negative impacts on traffic as the cycle route will be segregated from motor vehicles. The proposed route will have a positive impact on traffic as it will lead to an increase in trips by bicycle in the area.

4.9.2 Utilities

The proposed development will not require service diversions or the provision of services.

4.9.3 Waste

During construction, a waste management plan will be devised and implemented by the contractor on site. The volume of waste removed will dictate whether a Certificate of Registration (COR), permit or licence is required by the receiving facility. Once all available beneficial reuse options have been exhausted, the options of recycling and recovery at waste permitted and licensed sites will be considered.

Once operational, the proposed development will not generate waste.

4.10 Cumulative Impacts

4.10.1 Plans

South Dublin County Development Plan 2016-2022

The proposed development is in line with the South Dublin County Development Plan 2016-2022. It is an objective of the Council to re-balance priorities towards sustainable modes of transportation by prioritising walking and cycling facilities.

- TM3 Objective 1: To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.
- TM3 Objective 2: To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.
- TM3 Objective 3: To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.
- TM3 Objective 4: To prioritise the upgrade of footpaths, public lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers.
- TM3 Objective 5: To provide that planning permissions granted for the development of all new schools or for existing schools where 25% or greater expansion in classrooms is proposed, should include a requirement for the provision of cycle paths from the school to join the nearest cycle network, where feasible.
- TM3 Objective 6: To ensure that all walking and cycling routes have regard to pertaining environmental conditions and sensitivities and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.

In addition, the extension of the existing cycleway in Griffeen Valley Park to Lucan is included as part of the Six Year Cycle Network Programme in the CDP.

4.10.2 Projects

There are several other recent developments or planning applications in the vicinity of the proposed project. Larger development planning applications in the near vicinity from the last three years that have been granted permission are listed below. Applications for home extensions, internal alterations and retention are not considered.

The SDZ application for Clonburris Southern Link Road will alter Hayden's Lane and Lynch's Lane, which form part of the proposed route. The SDZ application includes the provision of 1.75m wide off-road cycle tracks along the Southern Link Road. The design of the proposed scheme should take note of the SDZ application.

The proposed route will tie in with the new Ardeevin Manor housing estate, granted planning permission in September 2019.

Planning Application Reference	SDZ20A/0021
Development address	In the townlands of Adamstown, Grange, Kishoge, Clonburris Little & Cappagh, Co. Dublin
Description: 10 year permission for roads and drainage infrastructure works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands; the roads infrastructure works are for the construction of c. 4.0km of a new road, known as Clonburris Southern Link Street, generally consisting of 7m wide single carriageway, plus on either side of the carriageway landscaped verges, 1.75m wide off-road cycle tracks and 2m wide footpath including public lighting, trees, 288 on-street car parking spaces (including 26 disabled parking spaces), pedestrian crossings, bus stops, a number of vehicular access spurs to facilitate future development of adjoining lands, a total of 8 new junctions (including 3 junctions to facilitate future road developments within the SDZ; 2 junctions with proposed local access roads and 3 new junctions with Hayden's Lane, Lynch's Lane and Ninth Lock Road); alterations to the existing public roads Newcastle Road (R120), Hayden's Lane Access Road, Hayden's Lane, Lynch's Lane, Grange Castle Road (R136), Fonthill Road (R113) and Ninth Lock Road arising from new junctions with the Clonburris Southern Link Street consisting of reconfiguration of a c.165m long section of Newcastle Road (R120) including road widening and revisions to layout of junction with Hayden's Lane Access Road; incorporation of Hayden's Lane Access Road into proposed Clonburris Southern Link Street; provision of new junction with Hayden's Lane and Clonburris Southern Link Street; incorporation of a c. 26m long section of Lynch's Lane into proposed Southern Link Street and provision of a new junction with Clonburris Southern Link Street; reconfiguration of a c. 260m long section of Grange Castle Road, including road widening and replacement of existing roundabout with signalised junction; reconfiguration of a c. 250m long section of Fonthill Road, including road widening and replacement of existing roundabout with signalised junction; reconfiguration of a c.125m long section on Ninth Lock Road including road widening and provision of a new junction with Clonburris Southern Link Street; construction of 2 local access roads, consisting of c. 110m long road extending north from Clonburris Southern Link Street and providing access to proposed foul pumping station and generally consisting of a 6m wide single carriageway plus on either side of the carriageway 2m wide footpath including public lighting , 2 set-down parking spaces and vehicular access to proposed foul water pumping station; north/south Link Street (c. 240m in length) extending north from southern Link Street to the Kildare-Cork railway line and generally consisting of a 7m wide single carriageway plus on either side of the carriageway 1.3m wide landscaped verge, 1.75m wide off-road cycle lane, 2m wide footpath including public lighting and 2 vehicular access spurs to facilitate future development of adjoining lands; the drainage infrastructure works include 8 attenuation systems (with outfalls to Griffeen River, Kilmahuddrick Stream and existing storm sewers) including 4 ponds , 2 modular underground storage systems and 2 detention basins combined with modular underground storage systems all adjacent to proposed Clonburris Southern Link Street; surface water drainage culverts to existing watercourses; flood water compensation area adjacent to Griffeen River; surface water drainage and water supply trunk infrastructure within proposed road corridors; wastewater infrastructure including a foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SDZ lands (including future Irish Water pumping station) and to connect to the existing sewer network in Cappaghmore housing estate; ducting for public electrical services and utilities and the diversion of existing utilities is provided for within the proposed road corridor.	
Final Decision on Application	Grant permission
Decision Date	12-Aug-2021

Planning Application Reference	SD18A/0310
Development address	Ardeevin Avenue, Lucan, Co. Dublin
Description: Construction of a 25 unit residential housing development on a site extending to 0.96 hectares to the north of the N4 Lucan by-pass and to the east (end of) Ardeevin Avenue,	

consisting of the following: 1 detached, two and a half storey 5 bedroom house (Type 1, 295sq.m); 1 detached, two and half storey 5 bedroom house (Type 1a, 270sq.m); 1 detached, two and a half storey 4 bedroom house (Type 1b, 270sq.m); 1 detached, two and a half storey 5 bedroom house (Type 1c, 280sq.m); 1 detached, two and a half storey 5 bedroom house (Type 1d, 270sq.m); 8 detached, two and a half storey houses (Type 2, 150sq.m each); a two storey, semi-detached block consisting of: 1 two bedroom house (Type 3, 70sq.m); 1 two bedroom house (Type 3a, 74sq.m), 10 semi-detached two and a half storey houses (Type 4, 150sq.m each); all associated site development works including landscaping works, public lighting, ground works, (reduction of existing site level), boundary treatment, roads, footpaths, foul drainage, surface water drainage including attenuation, water main and site entrance piers (with no gates).	
Final Decision on Application	Grant permission
Decision Date	30-Sep-2019

The potential for cumulative impact of the plans and projects identified above are assessed in the Screening section below in combination with the currently proposed project.

5 Screening Assessment

5.1 Characteristics of the Proposed Development

To determine whether the characteristics of the proposed development are likely to have significant impacts on the environment, the following questions are answered in Table 5.1, following guidelines set out in Guidance for Consenting Authorities regarding Sub-Threshold Development (DoEHLG 2003).

Table 5.1: Characteristics of the proposed development

Characteristics of the Proposed Development - Screening Questions	Comment
Could the scale (size or design) of the proposed development be considered significant?	The proposed development is a cycle route, which will expand on existing roads and footpaths through existing parks. As the proposed development will be similar to the existing condition, the scale is not significant.
Considered cumulatively with other adjacent proposed developments, would the size of the proposed development be considered significant?	The proposed development will tie in with existing and proposed developments in the area which have included or aim to include cycle routes. There is one significant road infrastructure project proposed in the area (the Clonburris Southern Link Road). That project has included provision of 1.75m wide off-road cycle tracks. Overall, the size of the proposed development will be minor. As such, the cumulative effect is not expected to be significant.
Will the proposed development utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?	In terms of land area, the proposed development is small, with much of the route to be placed on existing roads or footpaths. There will be little use of biodiversity. Excavated material will be reused as fill where appropriate. No water is required for the development. Therefore, there will not be a significant quantity of natural resources used.
Will the proposed development produce a significant quantity of waste?	No. A small quantity of waste is expected to be produced during construction. Waste generated during construction will be disposed of at appropriately licenced agents. Once operational, the proposed development will not produce waste.
Will the proposed development create a significant amount or type of pollution?	No. Temporary air and noise pollution may occur during the construction phase, but will be mitigated against by operational plans devised by the contractor. There is potential for temporary impacts to water quality during construction. This will be mitigated against by the preparation of a CEMP incorporating mitigation measures outlined in the EcIA.
Will the proposed development create a significant amount of nuisance?	No. During construction, some noise and vibration will be created, however this will be temporary and short-term. Construction works will be limited to certain times of day to avoid nuisance to residences in the vicinity of the proposed development.

	Road closures during construction will cause a temporary disruption for local residents. Alternative routes are available in the area. Once operational, the proposed development will not produce a significant amount of nuisance.
Will there be a risk of major accidents having regard to substances or technologies used?	No. The risks of this development will be those typically associated with normal construction practices. Construction machinery will be used during the construction phase and will be operated by licensed contractors, and following best practice guidance.
Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?	The proposed development is outside the Flood Zone A extent as described in the SDCC SFRA. Risk of natural disasters to the project is therefore low, and the development is appropriate for the area as per the SFRA.
Will there be a risk to human health (for example due to water contamination or air pollution)?	No. Any potential risk to human health will be as a result of the construction phase of this project. All contractors will be subject to best practice methodologies and risk assessments in order to minimize any risk to human health.
Would any combination of the above factors be considered likely to have significant effects on the environment?	No. The development is relatively small scale. The environmental impacts are predictable and easily mitigated through the use of best practice guidelines during the construction phase. As such, significant impacts on the environment are not expected as a result of the proposed development.

Conclusion: The characteristics of the proposed development are not considered likely to result in a significant impact on the environment by virtue of its size, nature or operational activities.

Reasoning: The proposed cycle route is small in extent, to be built on existing roads or footpaths along with upgrades on four existing bridge structures. Any environmental or noise impacts will be during the construction phase and not during operation of the development. Construction will not require significant use of natural resources, nor will it generate significant amounts of waste.

5.2 Location of the Proposed Development

The following questions are answered below in Table 5.2 to determine whether the geographical location of the proposed development can be considered ecologically or environmentally sensitive.

Table 5.2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comment
Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g., SAC, SPA, pNHA)?	No. The AA Screening for the site concluded that there are no Natura 2000 sites likely to be directly or indirectly impacted by the development.
Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on habitats listed as Annex I in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on habitats listed as Priority Annex I in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on species listed as Annex II in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?	No. An ecological walkover survey of the site found no evidence of protected species or their breeding places., and the habitats found on-site were unsuitable for such species.
Has the proposed development the potential to impact directly or directly on the existing or approved land use?	No. The proposed development is in line with the approved land use under the SDCC CDP, and will make use of existing roads and pathways along the route. The proposed bridge upgrades are to be carried out on four pre-existing bridge structures.
Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?	No. The proposed development will not impact the relative abundance, availability, or regenerative capacity of natural resources. There is a risk of temporary impacts to groundwater quality during the construction phase, however this will be mitigated by the implementation of best practice guidance regarding working near water, to be implemented and followed by the appointed contractor. Once operational, there are no potential impacts to natural resources.
Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?	No. There are no recorded archaeological or architectural features on site or in the near vicinity of the proposed development.

Has the proposed development the potential to impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan?	No.

Conclusion: The location of the proposed development is not considered likely to result in a significant impact on the environment.

Reasoning: The proposed development is situated on existing roads, bridges and paths, running mainly through park areas. There are no Natura 2000 sites or designated ecological sites which will be impacted by the proposed development.

5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5.3, in line with Guidance on EIA Screening - June 2001, prepared for the European Commission by ERM (UK), to determine whether the environmental impacts of the development can be considered significant.

Table 5.3: Characteristics of potential impacts

Characteristics of Potential Impacts - Screening Questions	Comment
Will there be a large change in environmental conditions?	No. The proposed development is small in scale, constituting a limited realignment of existing roads and pathways with upgrades to four pre-existing bridges to accommodate the cycle lane. Any changes will be limited in extent.
Will new features be out of scale with the existing environment?	No. The proposed development will be similar in scale to other cycle routes and footpaths in the area.
Will the effect be particularly complex?	No. The primary environmental impacts are expected to occur during the construction phase, and will be mitigated by operational plans devised by the on-site contractor. These include temporary impacts to surface water, air quality, noise and vibration, and through the generation of waste.
Will the effect extend over a large area?	No. Given the small scale and nature of the proposed development this is highly unlikely.
Will there be any potential for trans-frontier impacts?	No.
Will many people be affected?	Only residents and business owners in the local vicinity will be affected by the construction phase, however such impacts will be temporary.
Will many receptors of other types (fauna and flora, businesses, facilities) be affected?	No. Impacts on other receptors are expected to be temporary and limited to the construction phase. Once operational, impacts to receptors are expected to be negligible.
Will valuable or scarce features or resources be affected?	No. There will be no effect on scarce features or resources. The proposed route will pass by a number of sites listed on the NIAH and NMS; however, it will not materially affect these sites. A Ministerial Notification should be sent to the NMS two months prior to works commencing.
Is there a risk that environmental standards will be breached?	No. The appointed contractor will be contractually obligated to follow environmental guidance and standards, which will be outlined in the contract documents and operating plans devised for construction.
Is there a risk that protected sites, areas, features will be affected?	No.
Is there a high probability of the effect occurring?	No.
Will the effect continue for a long time?	No. Potential impacts would be brief to temporary, only occurring occasionally within the construction phase of the development or in the case of a breach of environmental standards.

Will the effect be permanent rather than temporary?	No. Potential impacts would be temporary.
Will the impact be continuous rather than intermittent?	No. Potential impacts would be intermittent.
If it is intermittent, will it be frequent rather than rare?	No. Potential impacts would be rare, occurring only in the case of accidental breach of environmental standards during the construction phase.
Will the impacts be irreversible?	No.
Will it be difficult to avoid, or reduce or repair or compensate for the effect?	No. Mitigation measures to be put in place during construction will be sufficient to avoid or reduce potential impacts.

Conclusions: The characteristics of the potential impacts as a result of the proposed development are unlikely to be significant and are easily mitigated.

Reasoning: The potential impacts from this development would be primarily during the construction phase. It is easy to predict these impacts and mitigate them through the use of standard environmental procedures.

6 Conclusions and Recommendations

The purpose of this report was to identify whether there is a need under The Planning and Development Act 2000, as amended, or the Roads Act 1993, as amended, for an EIAR for the proposed Grand Canal to Lucan Urban Greenway cycle route in South Dublin.

The proposed development will run primarily along existing roads and footpaths in the area, with short sections along existing footpaths which pass through parks or small green areas. The proposed development will not require significant land take or deep excavations.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts, and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance.

An AA Screening Report completed by JBA for the proposed development determined that no likely significant impacts are expected as a result of the proposed development. This is due to the small size of the development and the distance and lack of pathways to Natura 2000 sites.

An EcIA completed by JBA for the proposed development has outlined mitigation measures to be put in place for the construction phase which will mitigate potential impacts to surface water and ecology. With these mitigation measures in place, no significant impacts will result from the proposed development. A CEMP will be prepared by the appointed contractor, incorporating these mitigation measures.

Once operational, the proposed development is expected to be low in environmental impact. The development will be an important amenity asset for the area, and will provide locals with a safe cycling and walking route from Lucan towards the Grand Canal.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

The overall conclusion is based on the details of the scheme available at the time of preparation of this report. If the extent of the scheme or the construction methods for the scheme are changed then the EIAR Screening assessment should be reviewed.

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