

Wellington Lane, Walking and Cycling Scheme

EIA Screening Report

Prepared on behalf of

South Dublin County Council

August 2022





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1 Introduction

This report provides an Environmental Impact Assessment (EIA) Screening Report for a project called the 'Wellington Lane Walking and Cycling Scheme' to proposed under 'Cycle South Dublin' strategy. The project provides which provides for on-street cycle lanes and pedestrian facilities and junction improvements along the project area.

The scheme covers an approximate length of 4.3km, which extends from west of the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, terminating at the Whitehall Road / Kimmage Road West signalised junction. The route also has been extended to include Rossmore Road, Orwell Road and Limekiln Road. These roads have been included within the scheme in order to provide key links for pedestrians and cyclists to the primary schools located along Rossmore Road (Bishop Galvin & Bishop Shanahan National School) and Limekiln Road (Riverview Educate Together National School). The scheme is proposed as 'project 10' under the 'Cycle South Dublin' programme of work. The programme seeks to progress works on 260km of new and improved cycle lanes across the County.

The application is being pursued by South Dublin County Council. The process to bring the scheme forward must have regard to the conclusions of the EIA Screening, set out herein. This shall determine whether appropriate process is a Part 8 (of the Planning and Development Regulations, 2001 to 2021) where the consenting authority is the Council, or an application is made to An Bord Pleanála.

The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Regulation and Roads Act and Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents.

The consideration of potential impacts covers all significant direct, indirect and secondary impacts as relevant having regard to the criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment under Schedule 7 of the Planning and Development Regulations, 2001 to 2021.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

Where the local authority concludes, based on such preliminary examination, that—

- (i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,
- (ii) there is significant and realistic doubt about the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be

- prepared, the information specified in Schedule 7A for the purposes of a screening determination, or
- (iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIAR in respect of the development.

Pursuant to Article 81(ca) of the Regulations 2001, a Planning Authority must indicate its conclusion under article 120(1)(b)(i) (a preliminary examination) or screening determination under article 120(1B)(b)(i) in the public notices that form part of a Part 8 process.

This EIA Screening Report is structured to assess the relevant project and environmental criteria as follows:

- Description of Site and surrounding area
- Description of the proposed development
- The legislative basis for EIA
- Mandatory Threshold Review
- Preliminary Screening Examination
- Screening determination
- Conclusions

1.1 Qualification

This EIAR Screening Report has been prepared by Richard Hamilton, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with 25 years experience in public and private sectors in Ireland including the preparation of EIA and EIA Screening for infrastructure, commercial and residential development projects. He has a Post Graduate Diploma in Environmental Monitoring Assessment and Engineering (EMAE) from Trinity College Dublin.

2 Site and Location

2.1 Description of the Site and Surrounding Area

The proposed scheme is located in Templeogue, Dublin 6. The scheme extends from west of the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, terminating at the Whitehall Road / Kimmage Road West signalised junction. The main scheme route also has been extended to include Rossmore Road, Orwell Road and Limekiln Road. These routes have been included within the scheme in order to provide key links for pedestrians and cyclists to the primary schools located along Rossmore Road (Bishop Galvin & Bishop Shanahan National School) and Limekiln Road (Riverview Educate Together National School).

The proposed scheme includes:

- Provision of segregated cycle tracks
- Junction improvements along the scheme
- Remodelling of Junctions
- Pedestrian infrastructure improvements

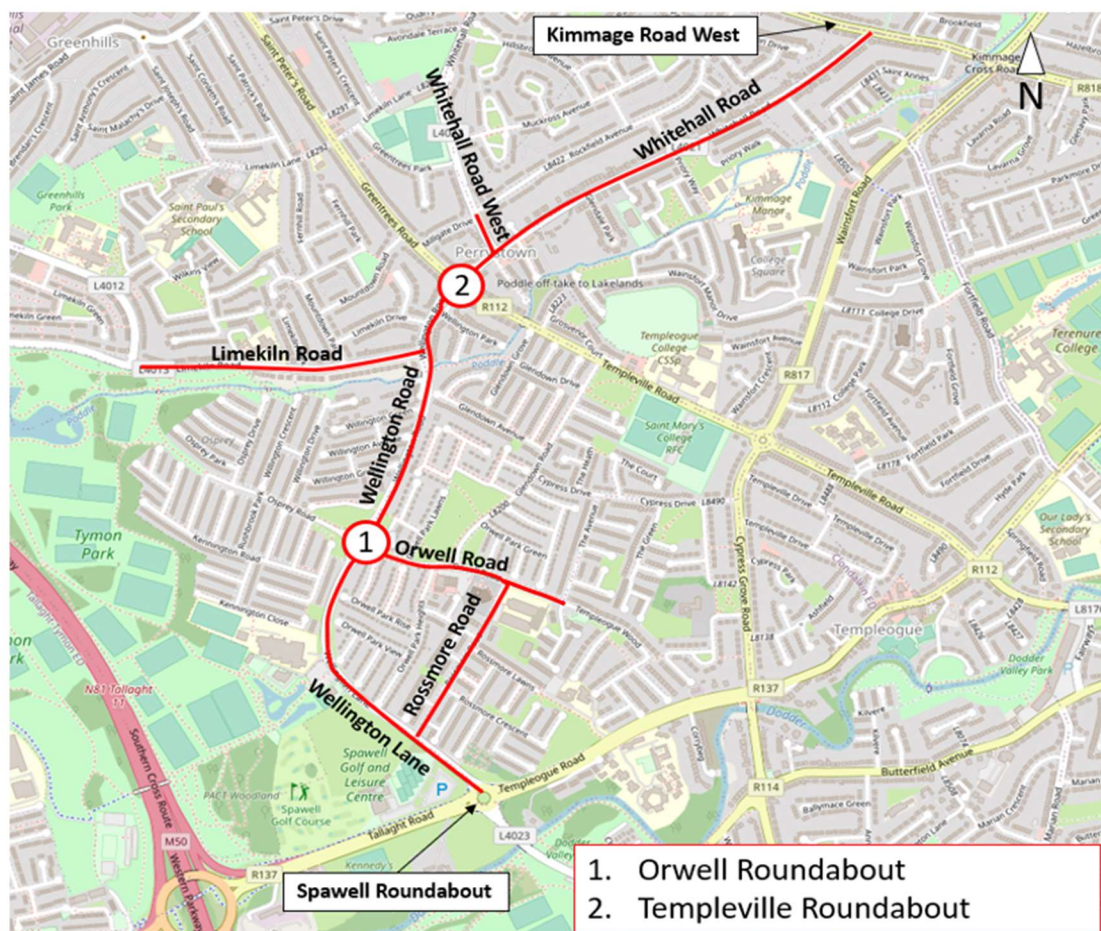


Figure 2-1: Scheme location (map source: GrcGIS Maps courtesy of DBFL Consulting engineers)

The project is located within a highly populated residential area. There are numerous amenities nearby the route as well as a number of schools and public parks. The route traverses through generally suburban neighbourhoods providing access to primary schools, as well as services, amenities and recreational facilities. It is notable that there are several residential cul-de-sacs that terminate with a high boundary wall segregating the residential neighbourhoods from the main thoroughfare. There is low level of pedestrian or cycle permeability for these potentially non vehicular connections.

The extent and design of the project divided into 12 areas overlain on street map in the figure below (source: DBFL Consulting Engineers). The design utilises the broad road cross-section throughout much of the route and the wide verges.



Figure 2-2 Wellington Lane roundabout to Orwell Park Heights (1 of 12)

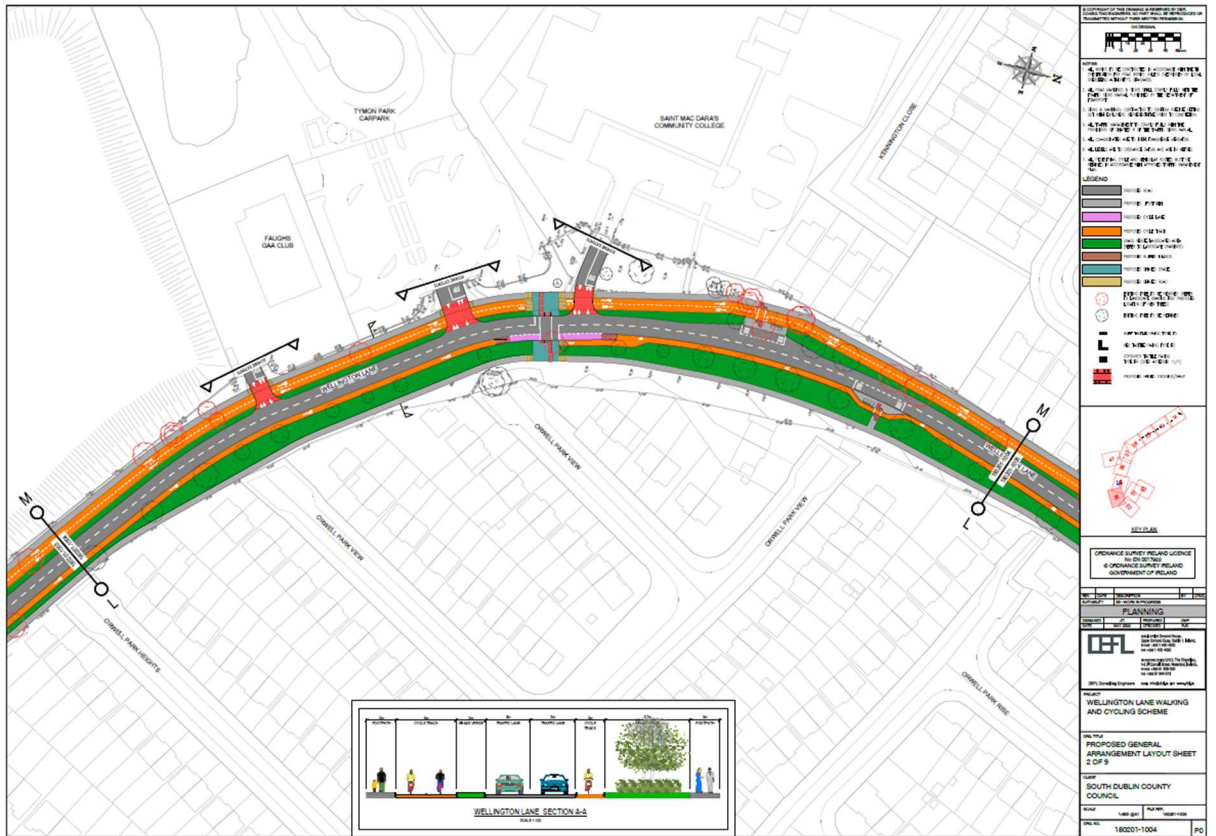


Figure 2-3 Orwell Park Heights (2 of 12)

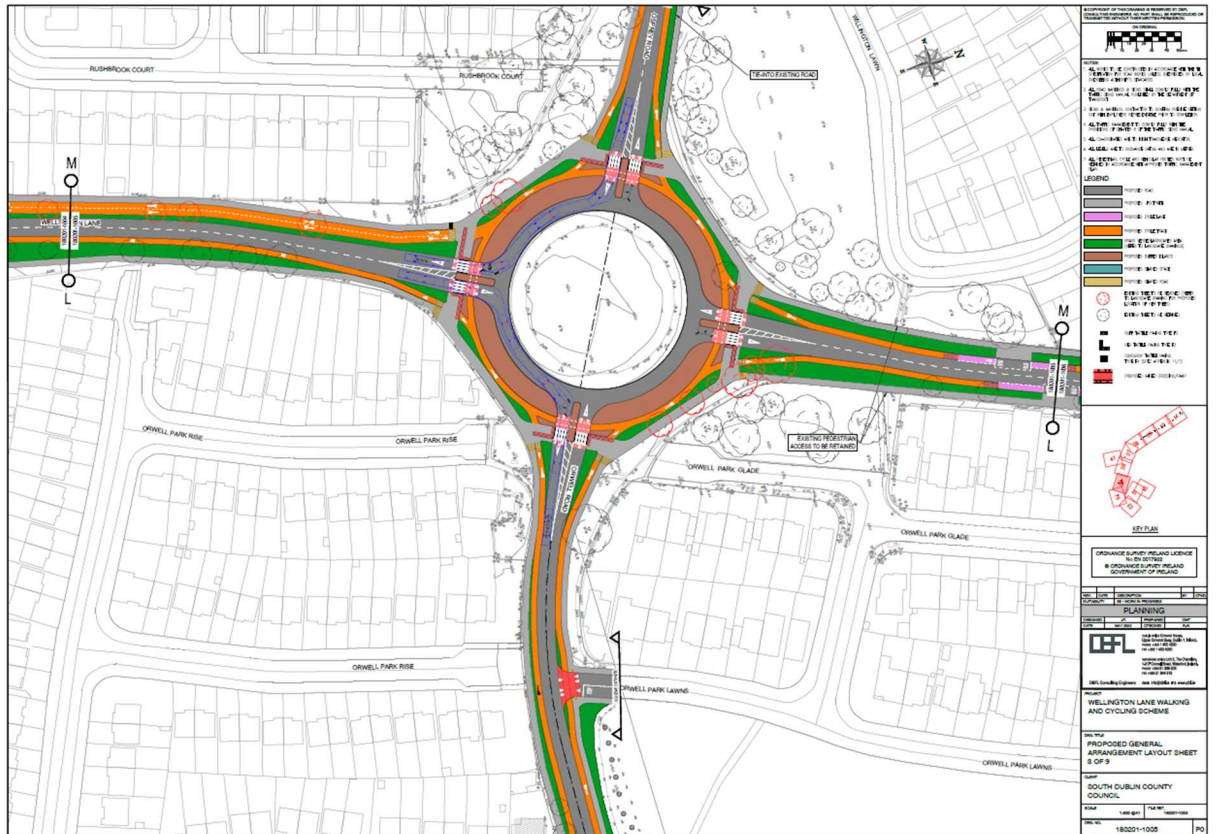


Figure 2-4 Orwell Roundabout (3 of 12)

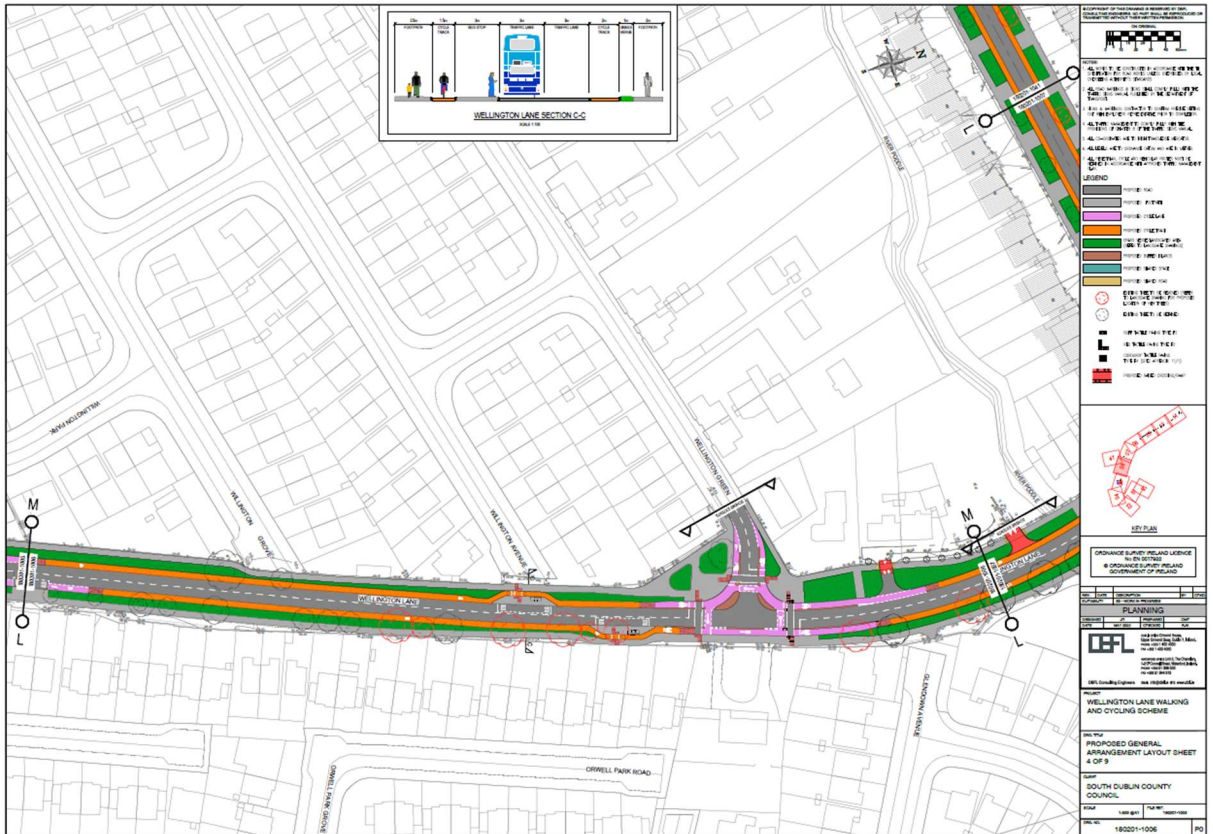


Figure 2-5 Willington Grove, Willington Ave., Willington Green (4 of 12)

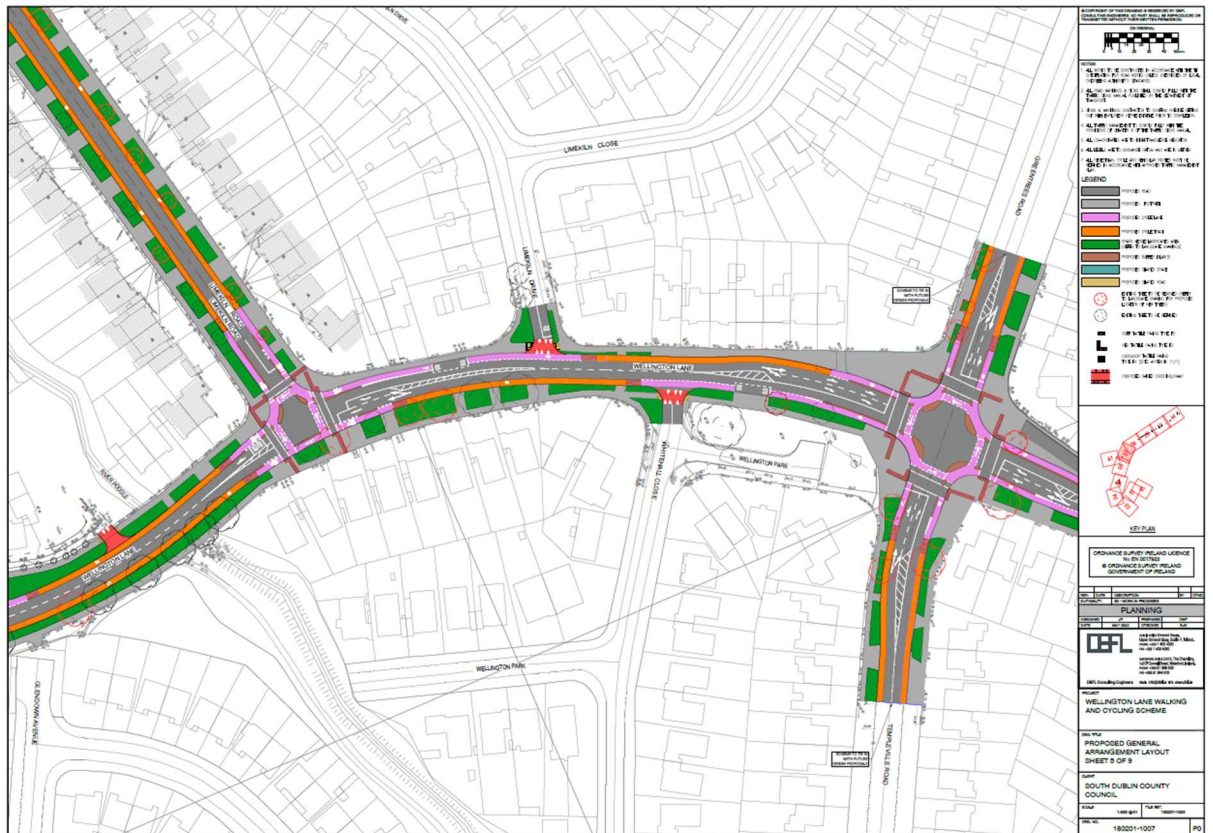


Figure 2-6 Limekiln Road and Greentrees Road (5 of 12)

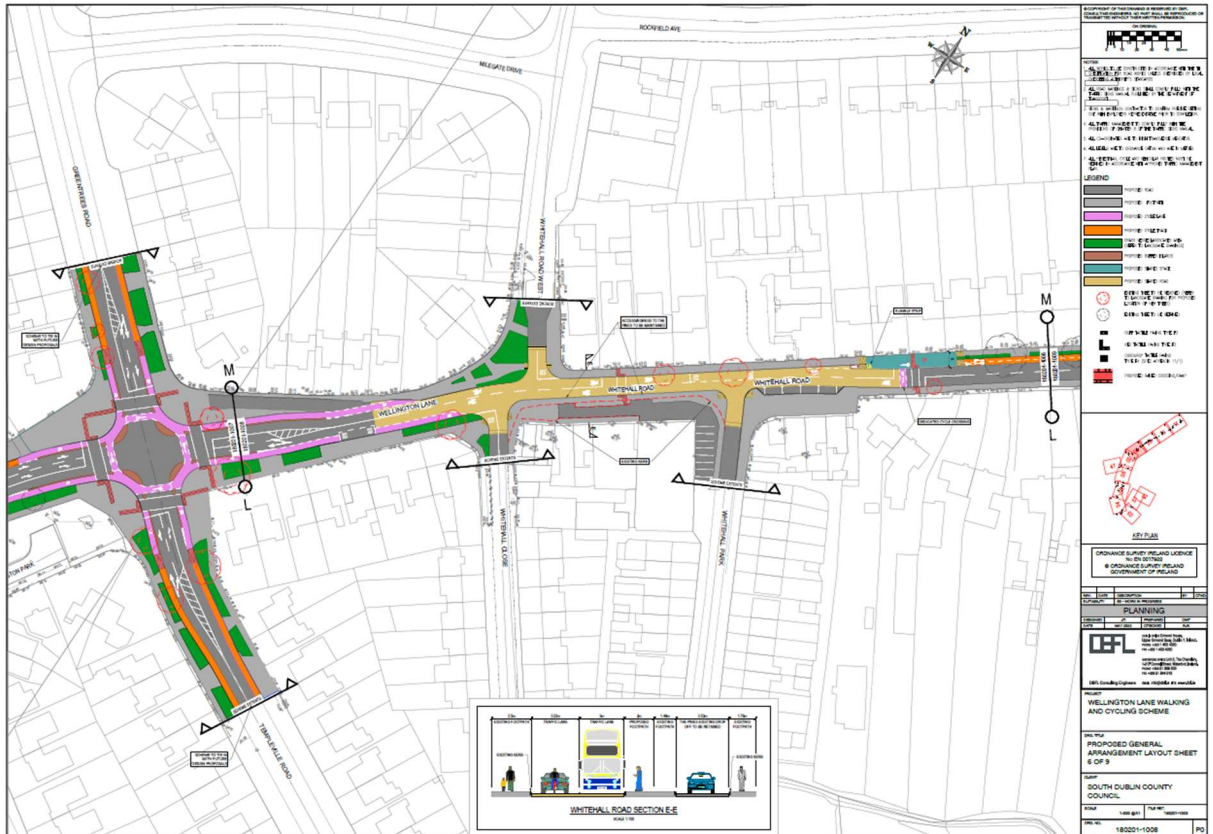


Figure 2-7 Whitehall Road (6 of 12)



Figure 2-8 Whitehall Road (Glendale Park) (7 of 12)

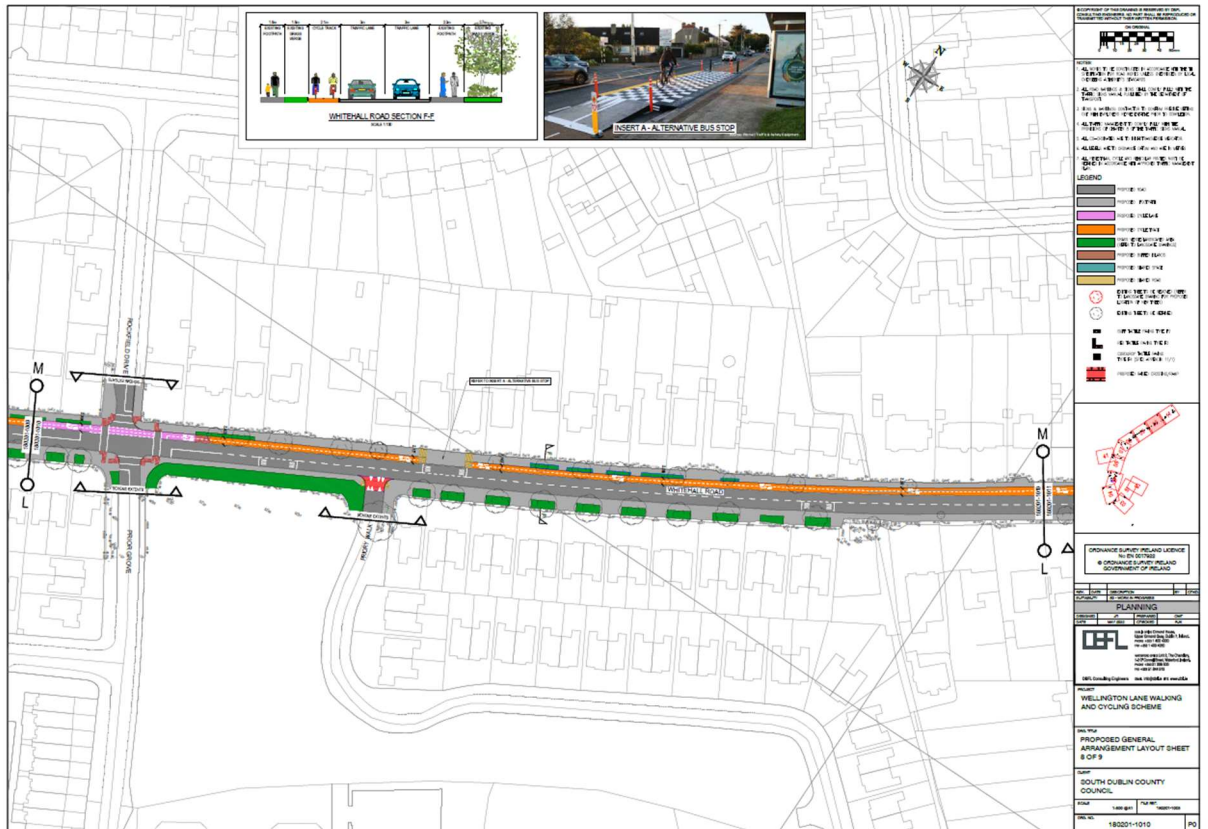


Figure 2-9 Whitehall Road (Rockwell Drive) (8 of 12)



Figure 2-10 Whitehall Road (Kimmage Road West) (9 of 12)



Figure 2-11 Limekiln Road (10 of 12)



Figure 2-12 Rossmore Road (11 of 12)

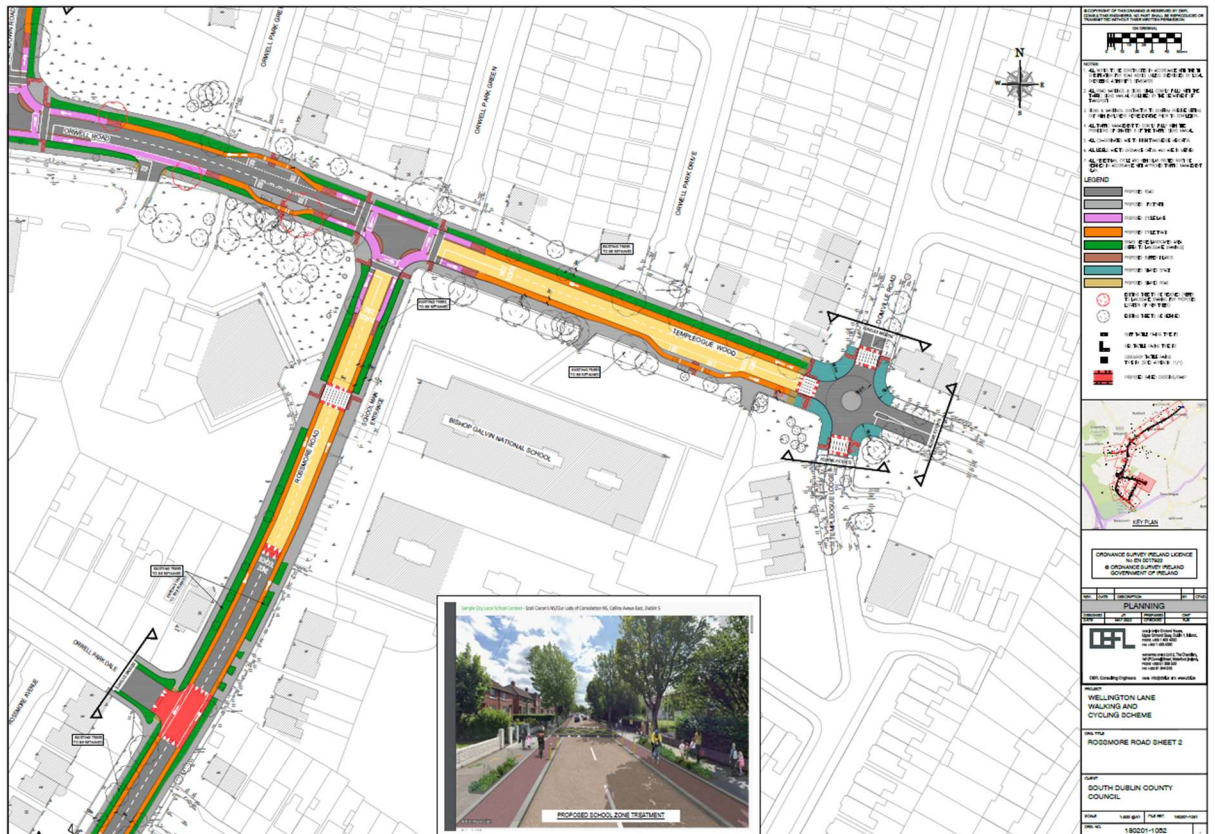


Figure 2-13 Rossmore Road/Templemore Road (12 of 12)

Geodirectory mapping of the area through which the route traverse illustrate the dominance of the residential land use (yellow).

Tymon Park forms a substantial green edge to the area incorporating recreational amenity and institutional uses. Spawell Leisure Centre, Saint Jude’s GAA club and Saint Mac Dara’s Community College are included in this area to the west of Wellington Lane.

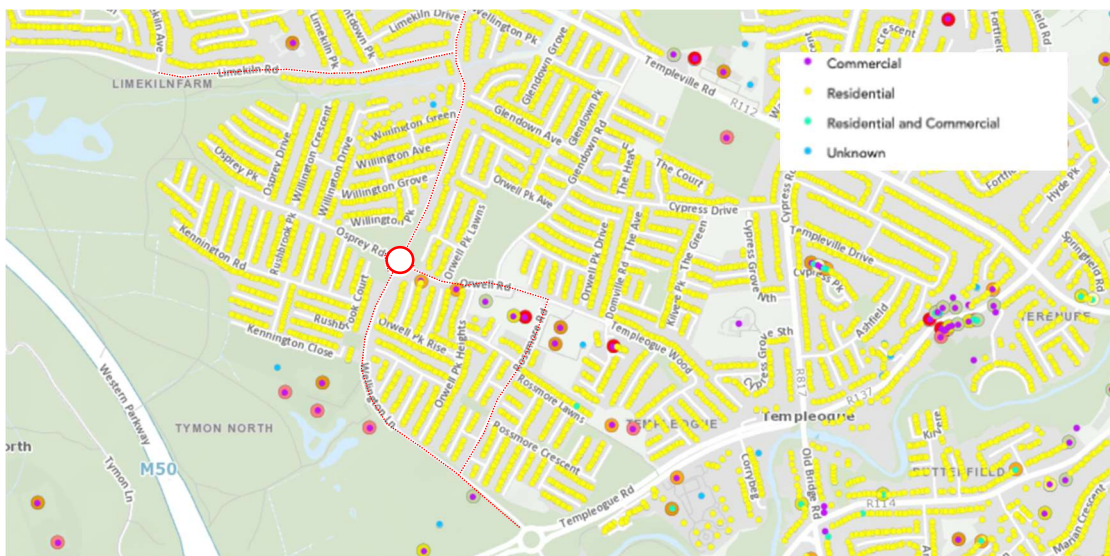


Figure 2-14 Land use in the vicinity of the project (1 of 2) (Source: Geodirectory - Myplan.ie)

Bishop Galvin and Bishop Shanahan National Schools along with Church of Saint Jude the Apostle form an institutional quarter on Orwell Road beside Orwell Shopping Centre.

The Limekiln Road, the route extends westwards to Riverview Educate Together School. The River Poddle forms an east-west linear natural corridor in this area (access to it is varied).

After the Greentrees junction and transition to Whitehall Road, there is a local centre at Whitehall Road West (Spar and local services) / Whitehall Close (The Pines pub and local services)

Templeogue College and St. Marys Rugby club are south west of the route on Templeville Road and Holy Ghost Missionary College Kimmage Manor comprises a large institutional landholding off Priory Road south of Whitehall Road, where the route nears Kimmage Road West.

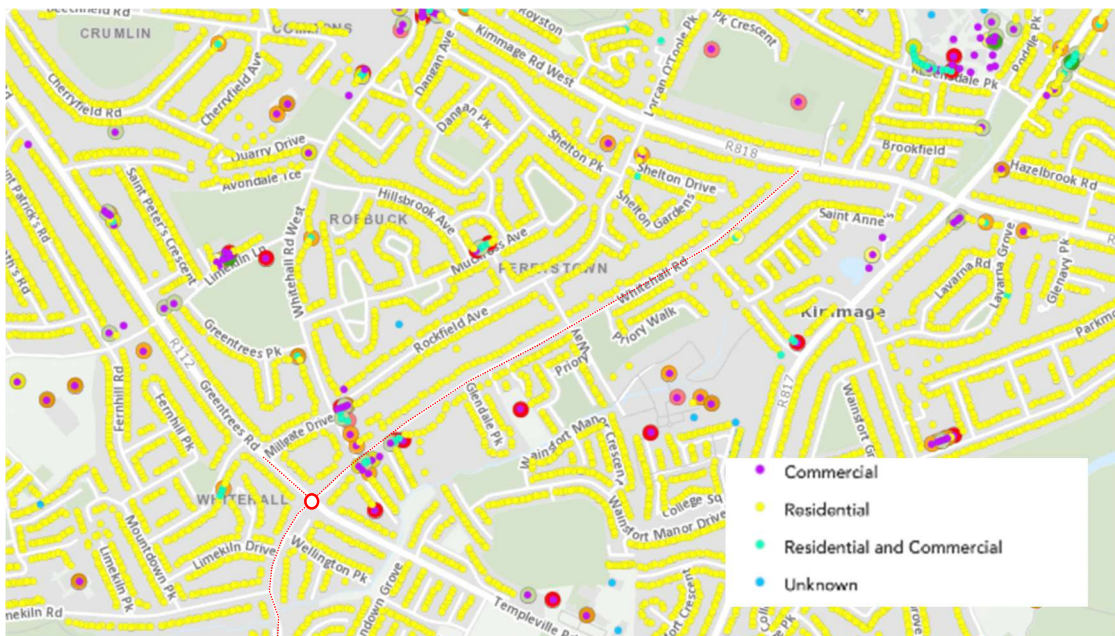


Figure 2-15 Land use in the vicinity of the project (2 of 2) (Source: Geodirectory - Myplan.ie)

Population

The County Development 2022-28 Core Strategy reflects that population change in the County has been strong and is projected to continue to grow subject to strong market demand.

SDCC experienced continued population growth over the last 10-20 years. While the rate of growth reduced between 2002 and 2006, the years thereafter have contributed to an overall increase of +16.72% (+39,932 persons) between 2002 and 2016. South Dublin's population grew above the average to 278,767 persons in 2016.

The historic trend shows that South Dublin County has grown by +12.9% or 31,832 persons over a ten-year period. However, despite this general growth, there was an overall decline in rural population between 2011 and 2016. This trend follows national and international movement of people from rural to urban areas.

Table 2.1 SDCC Core Strategy –Population Projections (Source: Draft South Dublin County Development Plan 2022 – 2028)

	2016	2026		2028	
		Low	High	Low	High
South Dublin County Council	278,767	315,308	322,808	317,385	325,285
Change (No.) from 2016	-	+36,541	+44,041	+38,618	+46,518
Change (%) from 2016	-	+13.1%	+15.8%	+13.8%	+16.7%
Average Annual Pop growth (2016 – 2028)	-	+3,654	+4,404	+3,218	+3,877

Translating the high RSES projection figures, including the frontloading up to 2026, population projections for the Development Plan period to 2028 is shown under 2.1. The remaining 2026 to 2028 figure was calculated on the basis of a pro rata average year (2 year) of the remaining balance between 2026 and 2031.

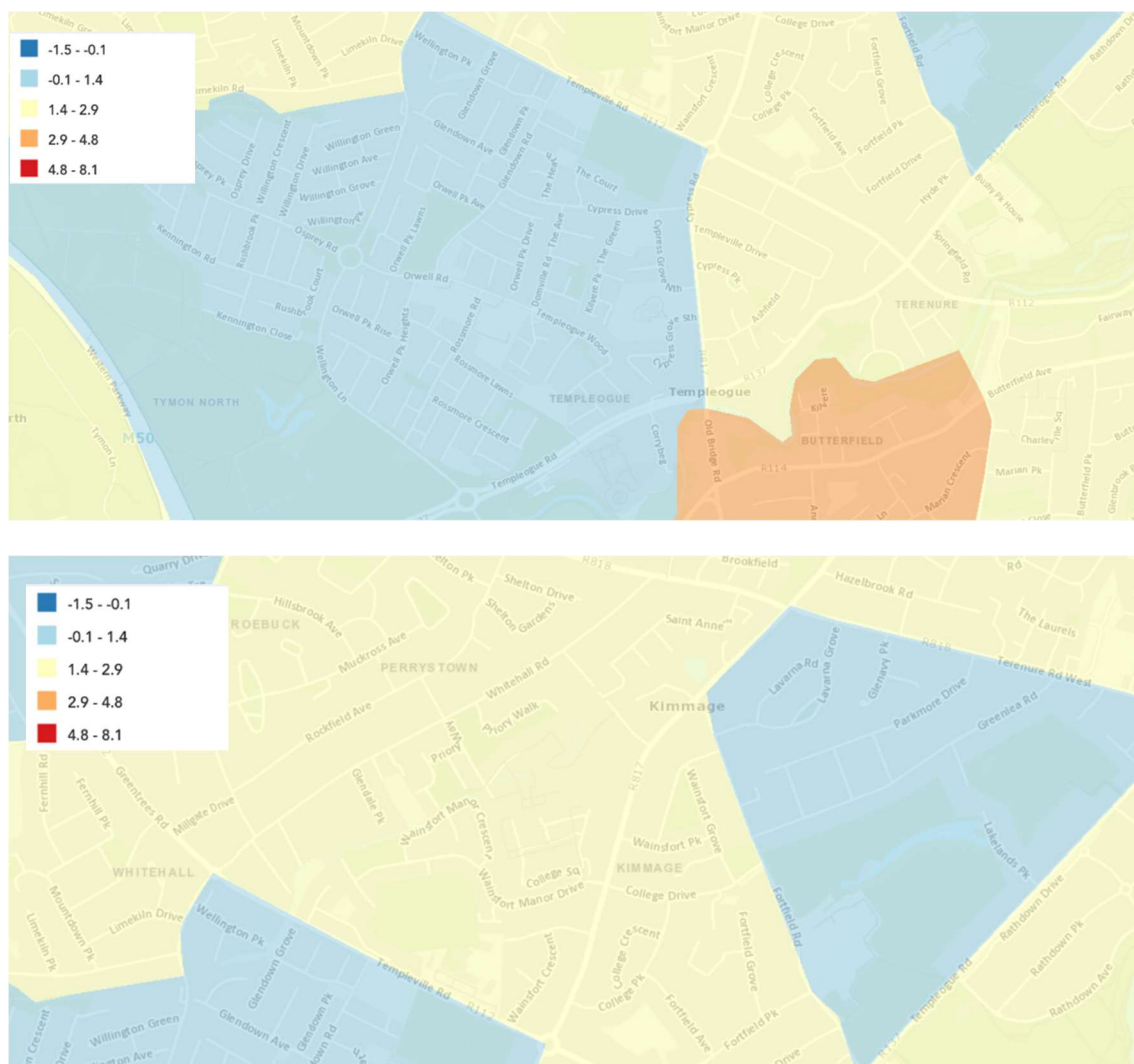


Figure 2-16: Population Change by ED (2011-2016) (Source: Myplan.ie)

Figure 2-16 illustrates that patterns of population change varies along the route. There was low growth and some decline in population across the scheme route. This is reflected in

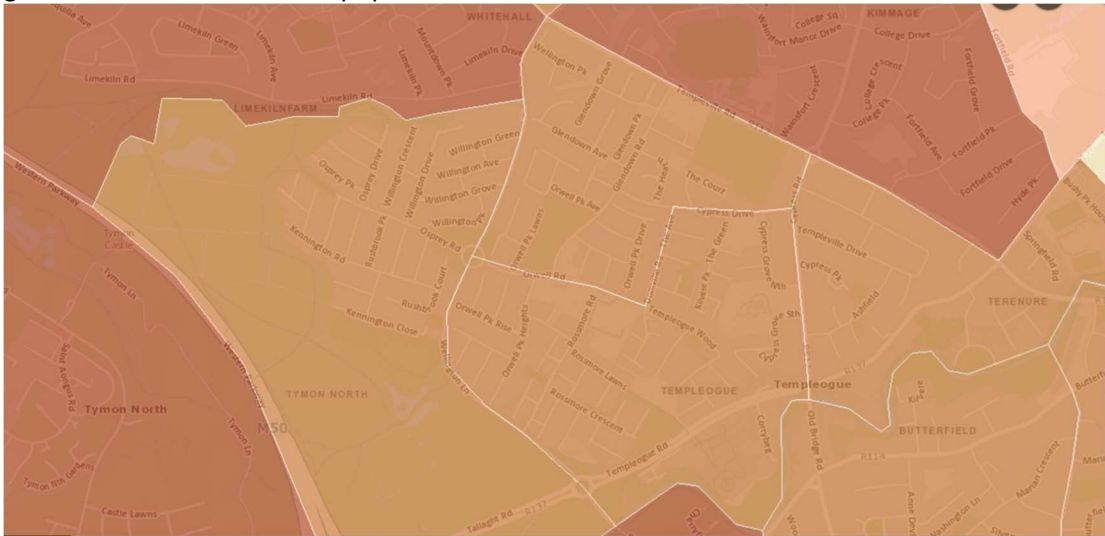
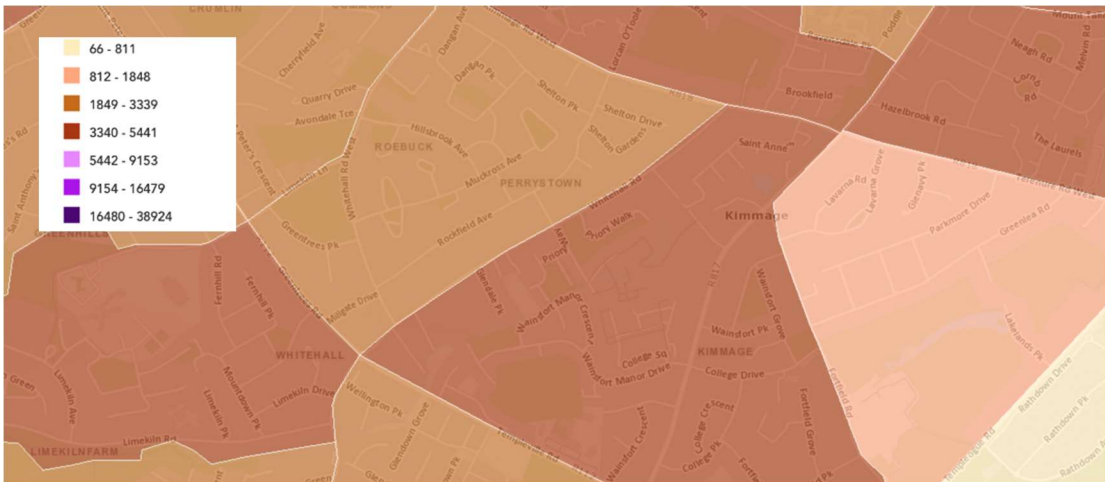


Figure 2-17 which shows that these areas have a low to moderate concentration of population. The more mature suburban areas around the route have maintained a relatively stable population level as might be expected.



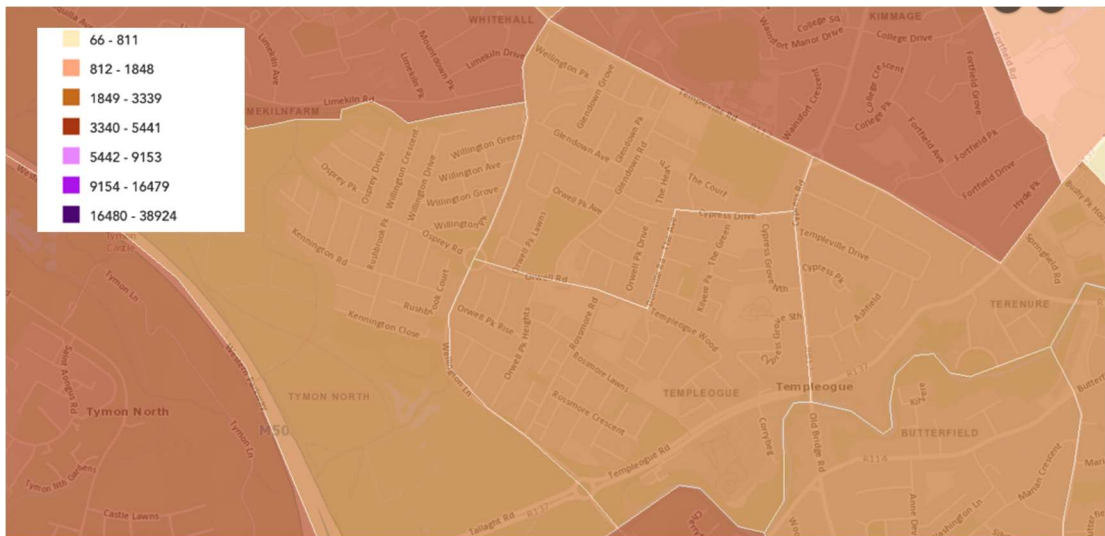


Figure 2-17 Population density by ED 2016 (Source: Myplan.ie)

2.2 Environmental Sensitivity of the Site

Soils and geology

Based on the GeoHive ESM (Environmental Sensitivity Mapping) web resources, the Bedrock in the vicinity of the project is Dark limestone and shale.

The EPA mapping indicates the majority of the site subsoil is classified as Made Ground.

Air quality

The EPA Air Zone designation is 'Zone A' 'Dublin Conurbation'. The Air Quality Index Regions indicate that Air Quality is Good.

Designated sites

There are six Special Areas of Conservation (SAC) and three Special Protection Areas (SPA) located within 15km of the proposed scheme, including the following:

- Rye Water Valley/Carton SAC [1398] 13.1 km, north-west
- Glenasmole Valley SAC [1209] 6.5 km, south
- Wicklow mountains SAC [2122] 7.9 km, south
- Wicklow Mountain SPA [4040] 7.9 km, south
- South Dublin Bay and River Tolka Estuary SPA [4024] 9 km, east
- North Bull Island SPA [4006] 12.7 km, north east
- South Dublin Bay SAC [0210] 8.8 km, east
- Knocksink Wood SAC [0725] 12.2 km, south-east
- Ballyman Glen SAC [0713] 14.7KM, south-east
- North Dublin Bay SAC, [0206] 12.3km, north-east

Potential changes in water quality (construction phase)

Construction works generate fine sediments, and may occasionally cause accidental spills of oil or other toxic chemicals, which can be harmful to aquatic / marine habitats and species. The proposed working area at the Wellington Road will take place over the River Poddle. It should be noted that the proposed development will not involve any modification of the stream or its banks, as the cycle and pedestrian facilities will be on existing roads and pavements that cross above the stream.

Potential changes in water quality (operational phase)

All roads within the scheme area have roadside drainage networks, which collect rainwater and convey it to discharge points at local watercourses. The scheme will not involve any substantial changes to the roadside drainage network, so there will be no change from the baseline scenario.

The scheme will not generate any foul water, so this can be screened out of the assessment.

Hydrology

Catchments

The project extends across The Liffey and Dublin Bay Catchment. The Liffey Catchment extends from the mouth of the Liffey in the east to Kildare in the west, and from North Dublin City to the Wicklow Mountains in the South. The Liffey has a large number of tributaries, including the Dodder River, which is in close proximity to the proposed scheme.

Rivers and Streams

There are three rivers running through or near the scheme that carry surface water from the existing scheme roads and discharge into the Irish Sea. The rivers located proximate to the site include, River Poddle, River Dodder and River Owendoher.

In brief, the Dodder River and River Poddle are a tributary of the River Liffey. While the River Owenadoher is a tributary of the River Dodder. The Terenure College stream derives from the River Dodder.

Groundwater and Flooding

The ESM resource notes the Bedrock Aquifer is described as 'Locally Important' – 'Bedrock which is moderately Productive only in Local Zones (Geological Survey of Ireland). Based on the GeoHive ESM (Environmental Sensitivity Mapping) web resources, the National Groundwater Vulnerability Ireland classifies the area as Low, Moderate, High and Extreme throughout the scheme.

A review of the OPW's flood maps show medium and low probability of flooding events where the project traverses the River Poddle. Single flood events have been recorded in the surrounding area of the proposed scheme.

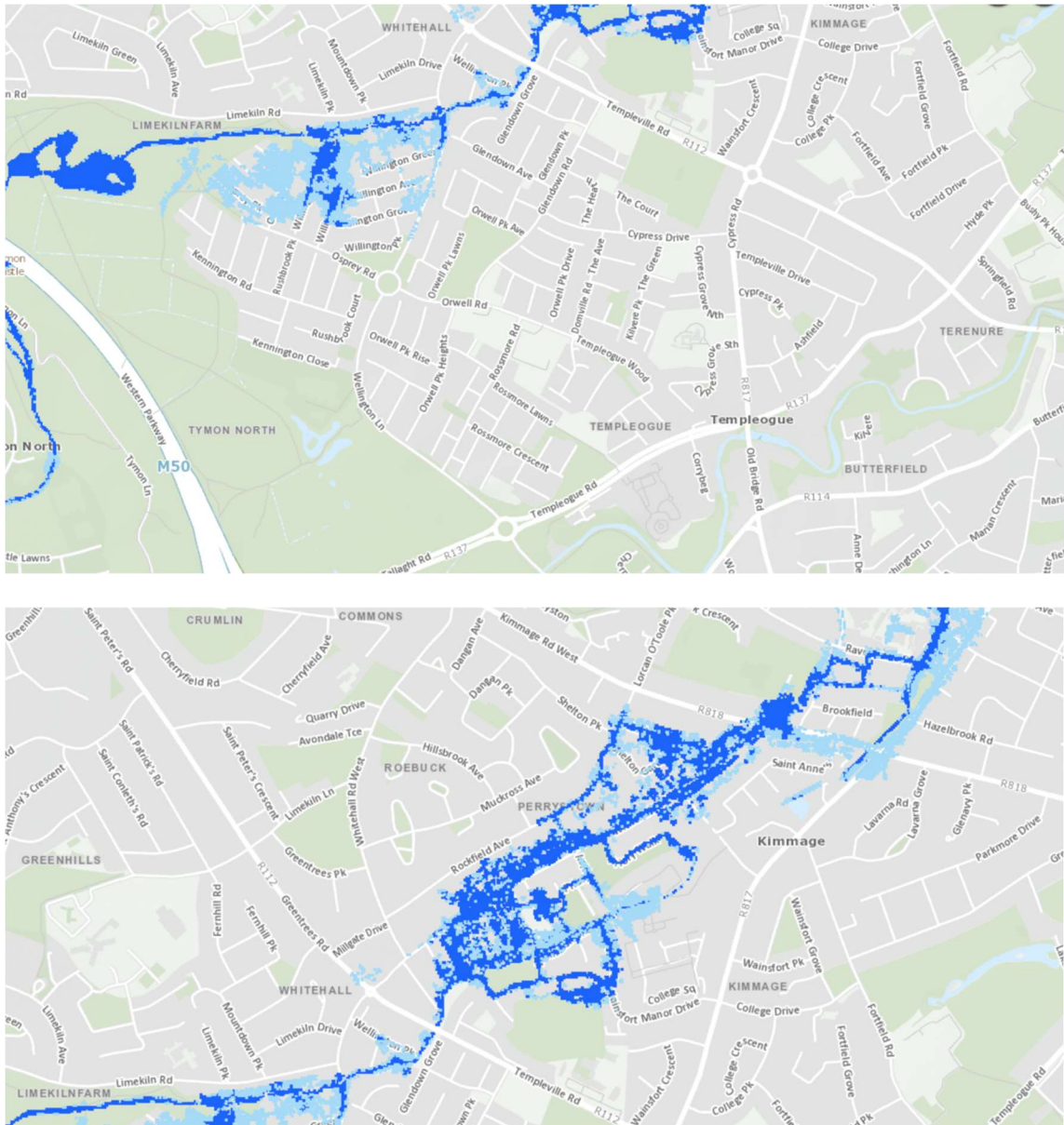


Figure 2-18: Environmental Sensitivity mapping of Flood Risk of the Scheme (Source: Myplan.ie)

Heritage

The project route does not include or adjoin any projected structures (NIAH indicated in blue dot on map below). A small number of sites are included on the National Inventory of Architectural Heritage close to the route (indicated in blue and red dots).

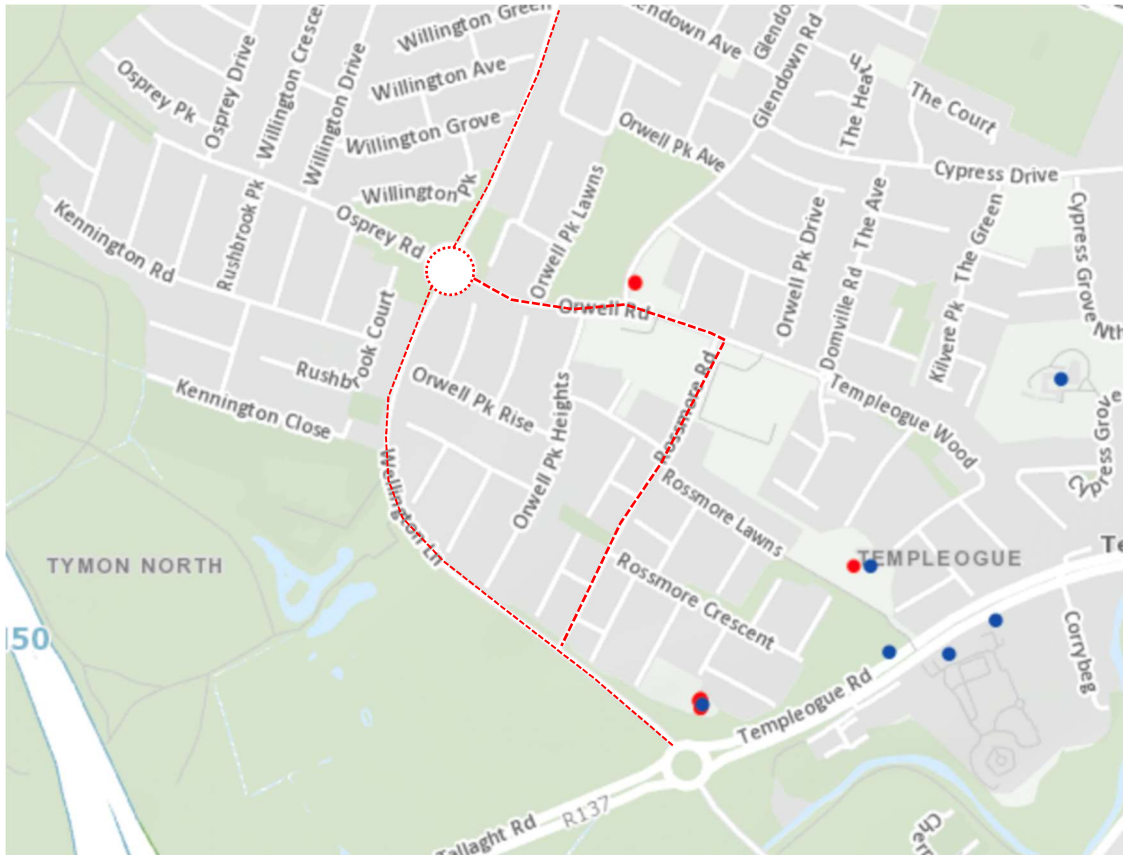


Figure 2-19 National Inventory of Architectural Heritage sites located adjacent to project

Table 2.2 National Inventory of Architectural Heritage sites located adjacent to project

Record Number: 11216041	Description: Enclosed graveyard, c.1720, containing ruinous remains of late seventeenth-century church. Gable and some repointed walling survives. Collection of carved stone headstones surrounding, dating from early eighteenth century. Two large yew trees within church. Graveyard extended, 1950s.
Classification: Graveyard/ cemetery	
Record Number: DU022-009002-	Description: Located near the foot of the Dublin Mountains on the outskirts of Templeogue village. A roughly oval-shaped graveyard, with a later cemetery off to the W. In the graveyard SE of the church is a narrow granite graveslab (H 0.90m; Wth 0.52m; T 0.32m) with a plain cross in high relief (DU0 22-009005-; Hancock 1877, 108). The medieval watercourse for Dublin city skirted the S side of this graveyard (DU022-003-). There are no visible remains above ground (Ball 1905, 3, 23-28).
Classification: Graveyard	
Record Number: DU022-009001-	Description: Located near the foot of the Dublin Mountains on the outskirts of Templeogue village. Mentioned in the Crede Mihi list of churches of the diocese in 1275. According to Archbishop Alen (c.1531 A. D.) the church of Tachmeloge was not a parochial church but a chapel annexed to the church of Kilmesantan at Boherbreena (Ronan 1942-43, 73-74). This is a plain structure located eccentrically within a roughly oval-shaped graveyard, with a later cemetery off to the W. Comprises a nave and chancel with gables standing to full height and side walls to foundation level. Built of coursed masonry with roughly dressed quoins and window jambs (int. dims. L 15.90m, Wth 6m, wall T 0.90m). The entrance is in the W gable. Interior is lit by a plain E window (Hancock 1877, 108). The medieval watercourse for Dublin city skirted the S side of this graveyard (DU022-003-). There is no visible remains above ground (Ball 1905, 3, 23-28).
Classification: Church	
Record Number: DU022-009005-	Description:



Classification: Graveslab	In the graveyard SE of the church (DU022-009001-) is a narrow granite graveslab (H 0.90m; Wth 0.52m; T 0.32m) with a plain cross in high relief (Swords, K. ed.2009, 105).
Record Number: DU022-009003- Classification: Graveslab	Description: Within the chancel of the church is a granite grave marker with a possible figure on its N face, and a graveslab dedicated to Thos. Crinnion 1700.
Record Number: DU022-009006- Classification: Graveslab	Description: Located in the graveyard N of church (DU022-0090001-). Comprises a limestone slab (L0.67m, Wth 0.40m, T 0.009m). It bears a Latin cross in pecked outline (Swords, K. ed. , 105).

3 Proposed Development

The scheme extends from west of the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, terminating at the Whitehall Road / Kimmage Road West signalised junction. The main scheme route also has been extended to include Rossmore Road, Orwell Road and Limekiln Road. These routes have been included within the scheme in order to provide key links for pedestrians and cyclists to the primary schools located along Rossmore Road (Bishop Galvin & Bishop Shanahan National School) and Limekiln Road (Riverview Educate Together National School).

The proposed scheme includes:

- Provision of segregated cycle tracks
- Junction improvements along the alignment including traffic signal upgrades/installation
- Remodelling of Junctions
- Pedestrian improvements

For the purpose of the scheme the project has been separated into 11 sections (see figures above) for drawings as follows:

- Section 1: Wellington Lane/ Rossmore Road
- Section 2: Wellington Road Roundabout Junction
- Section 3: Wellington Lane Roundabout
- Section 4: Wellington Lane/ Wellington Green
- Section 5: Wellington Lane Roundabout Junction
- Section 6: Whitehall Lane/ Whitehall Road
- Section 7: Whitehall Road
- Section 8: Whitehall Road
- Section 9: Whitehall Road/ Kimmage Road
- Section 10: Limekiln Road
- Section 11 (a & b): Rossmore Road

The final layout and detailed design for the junctions remains to be finalised post this Screening Stage and will be determined as part of the preliminary design and application stage as the project progresses

Figure 3.1 below illustrates the typical layout of project (along Wellington Lane), with a cross-section of segregated cycle lane situated either side of the carriageway with an amenity strip/verge separating the route from the footpath.

In sections of Wellington Lane the route features a dual direction cycle lane on one side of the road and single lane on the other. The Whitehall Road section has a two way cycle track on one side of the road.

The design of the scheme differs throughout the project. The project provides for localised turning lanes and junction safety measures throughout the alignment. While the project will impact on the dimensions of the roadway, it is not proposed to divert or close any two-way traffic routes.

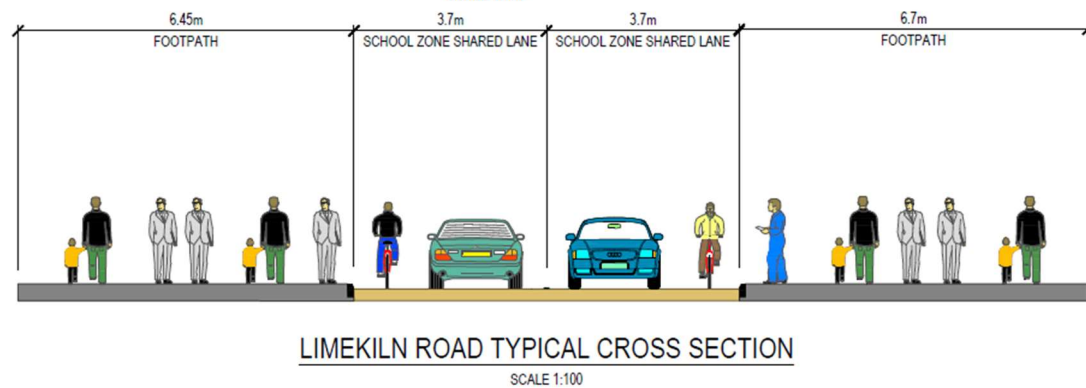
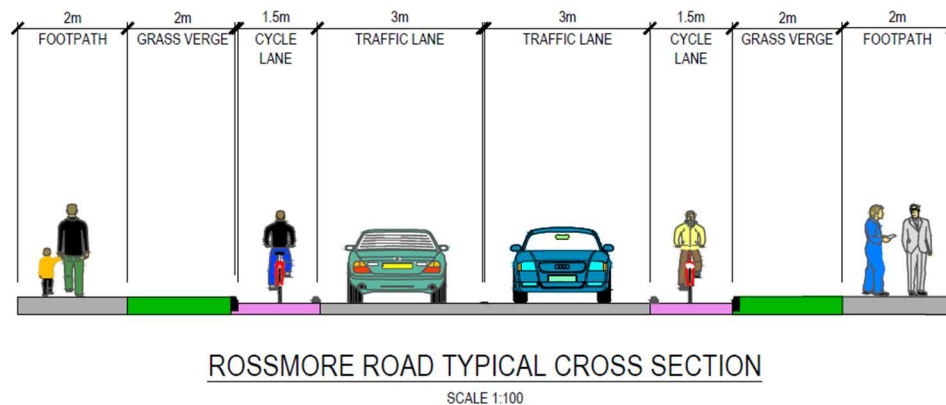
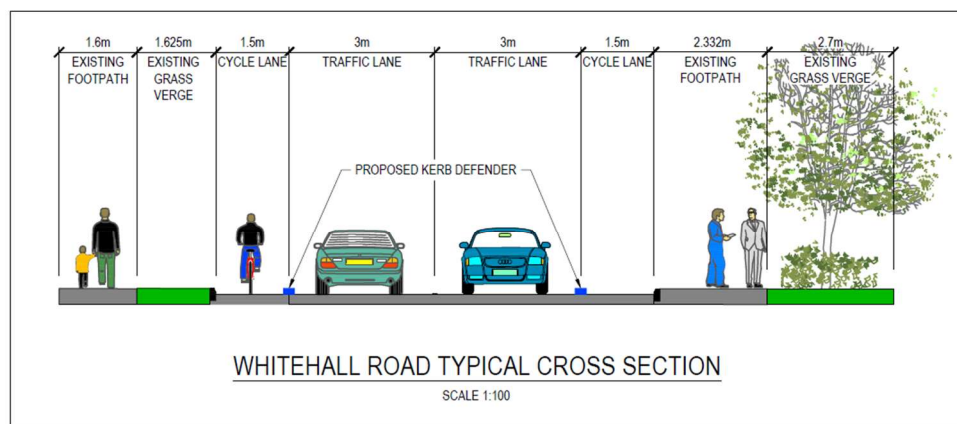
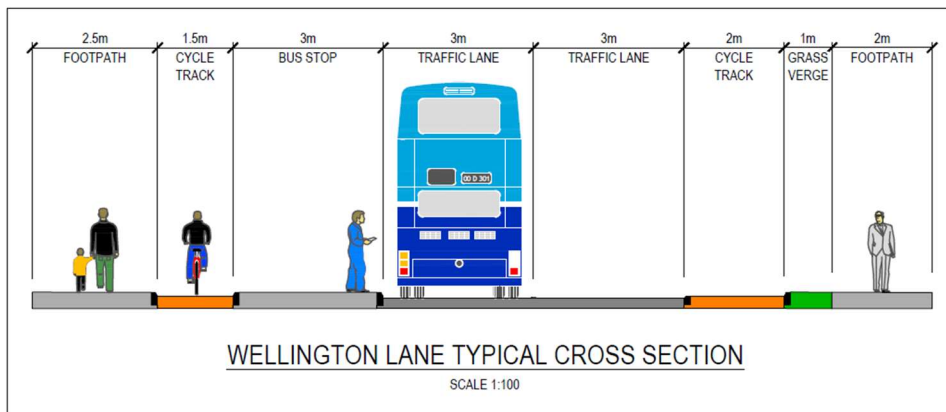


Figure 3-1 Typical cross sections (not to scale) (Source: DBFL)

Junctions

The project provides for the remodelling of two large junctions along the route. These are:

- Wellington Lane/Orwell Roundabout
- Wellington Road/ Greentrees Roundabout

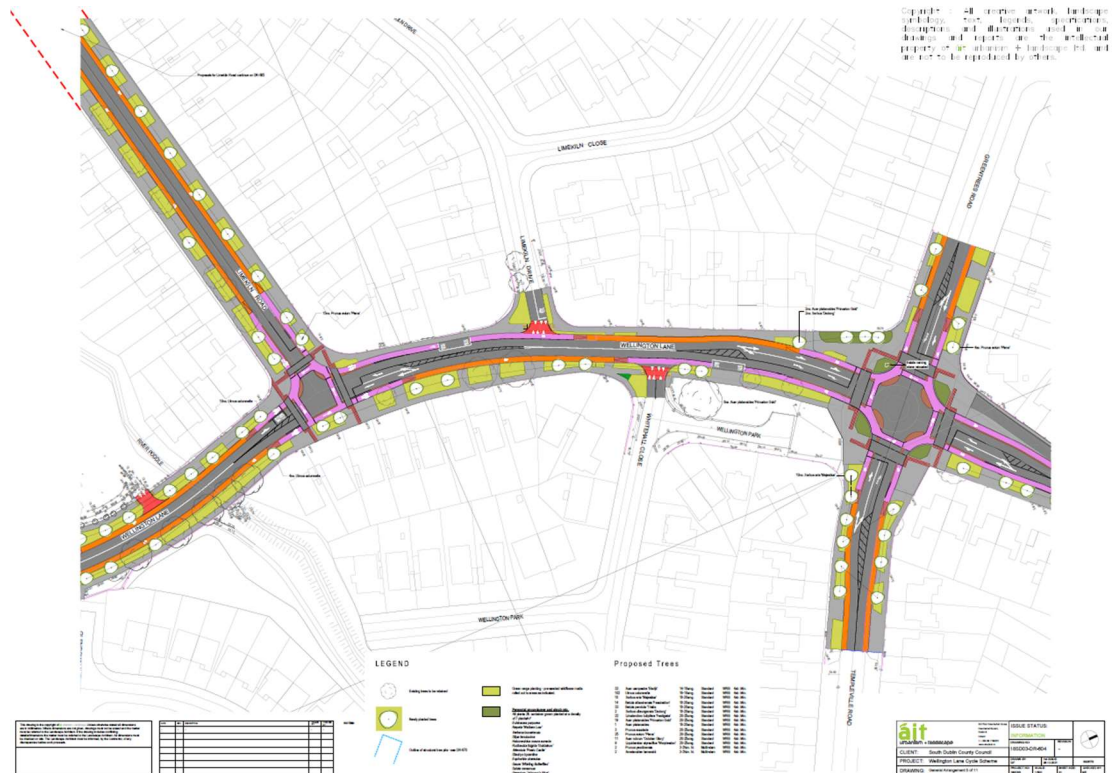
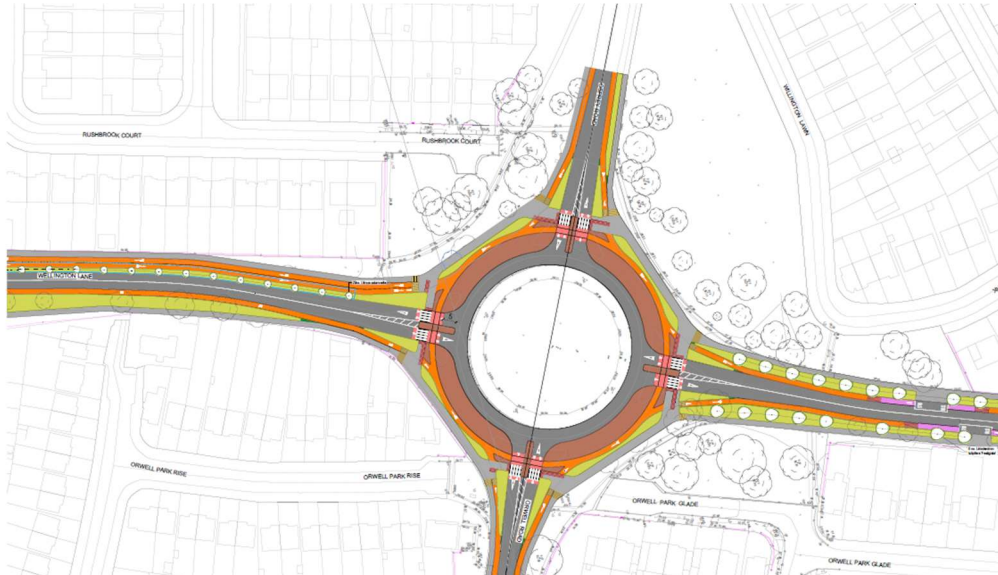


Figure 3-2 Landscape plan for junction designs under consideration along the route (Source: AIT Urbanism + Landscape)

The route also crosses a number of access road junctions with the roadway and a number of residential and commercial properties and the following signalised junctions:

- Whitehall Road – Kimmage Rd W
- Whitehall Road – Rockfield Dive/ Priory Way
- Wellington Lane – Rossmore Road
- Wellington Road – Whitehall Cl and Whitehall Rd W
- Wellington Lane – Limekiln Road

Figure 3-2 provides an illustration of the junction designs for the roundabout junctions at Wellington Lane and Wellington Road. The design of the junctions has the potential to impact to impact on adjoining land owners, access to properties, the quality of the environment in the locality and the experience of all road users moving through the space. It is notable that the works to the junction are contained within the general form of the existing layouts and seek to improve the layout and amenity of the junctions generally.

4 Planning Policy

4.1 South Dublin County Council Development Plan 2022 – 2028

The Council formally adopted the new County Development Plan for the period 2022-2028 on 22nd June 2022 with it coming into effect on 3rd August 2022. Figure 4-1 illustrates the land use zoning along the proposed alignment of the project. The dominant zoning along the route is residential (RES - yellow). The map is sourced from the County Development Plan (Map 6) which illustrates the following generalised zoning objectives. The County Plan shows the Project alignment is included in a yellow/green line as 'NTA Greater Dublin Cycling Network Plan.'

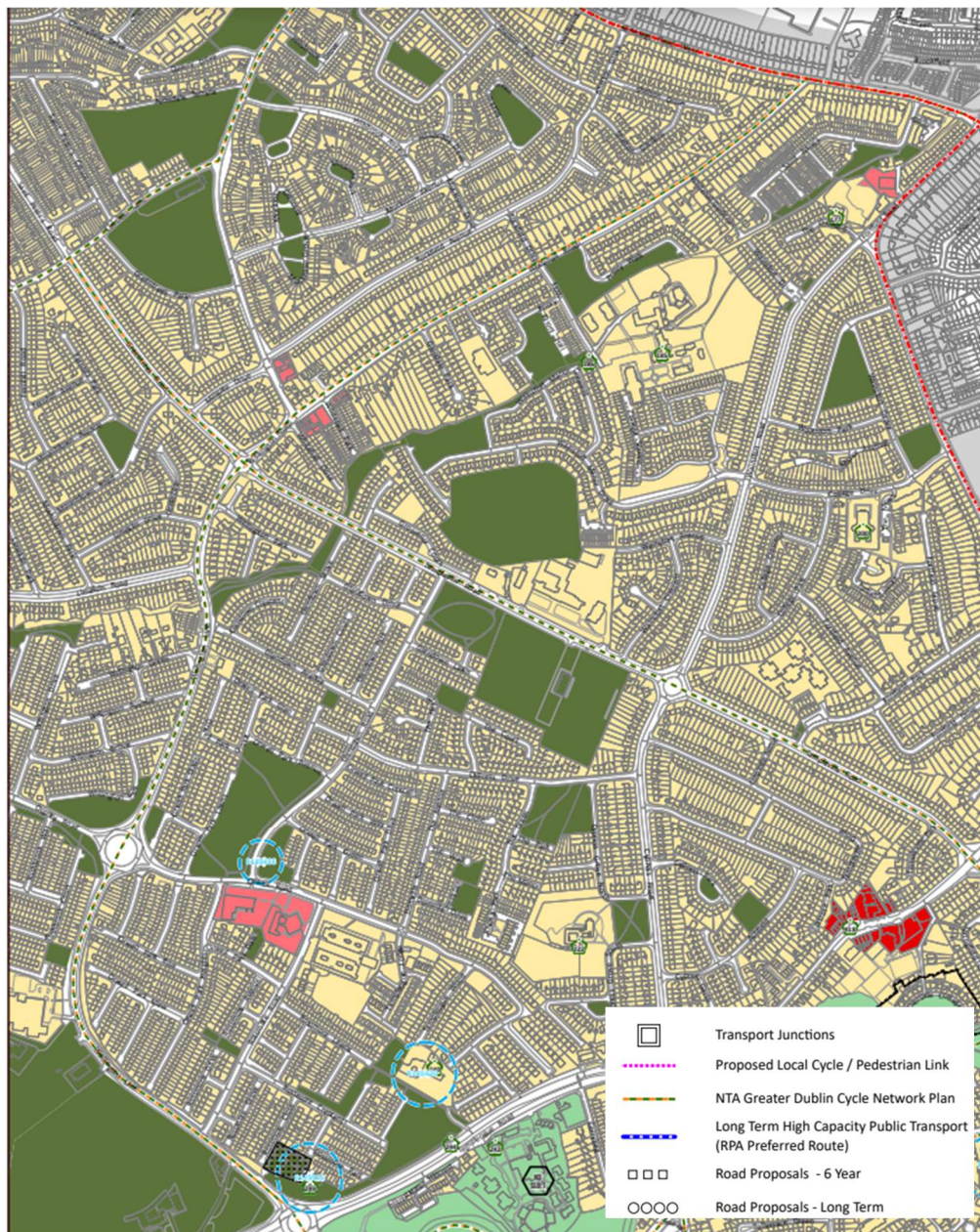


Figure 4-1 Landuse zoning along project alignment (source: myplan.ie)

Section 7 of the County Development Plan is titled ‘Sustainable Movement’. Specific relevant policy and objectives include the following:

Policy SM2: Walking and Cycling states:

It is a Policy Objective to re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets.

SM2 Objective 2 states:

To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.

The draft plan further notes it is an objective (SM2 14) to ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessment.

4.2 Greater Dublin Area Cycle Network Plan

In 2013, the National Transport Authority (NTA) published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA).

The Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary, Secondary and Feeder level;
- The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports; and
- The Green Route Network that are cycle routes developed predominately for tourist, recreational and leisure purposes.

The route is identified as a Secondary Feeder routes in blue (Figure 4-2). The route forms part of Route 9C: Wellington Lane cycle route from Spawell to Templeville Road at Greenhills.

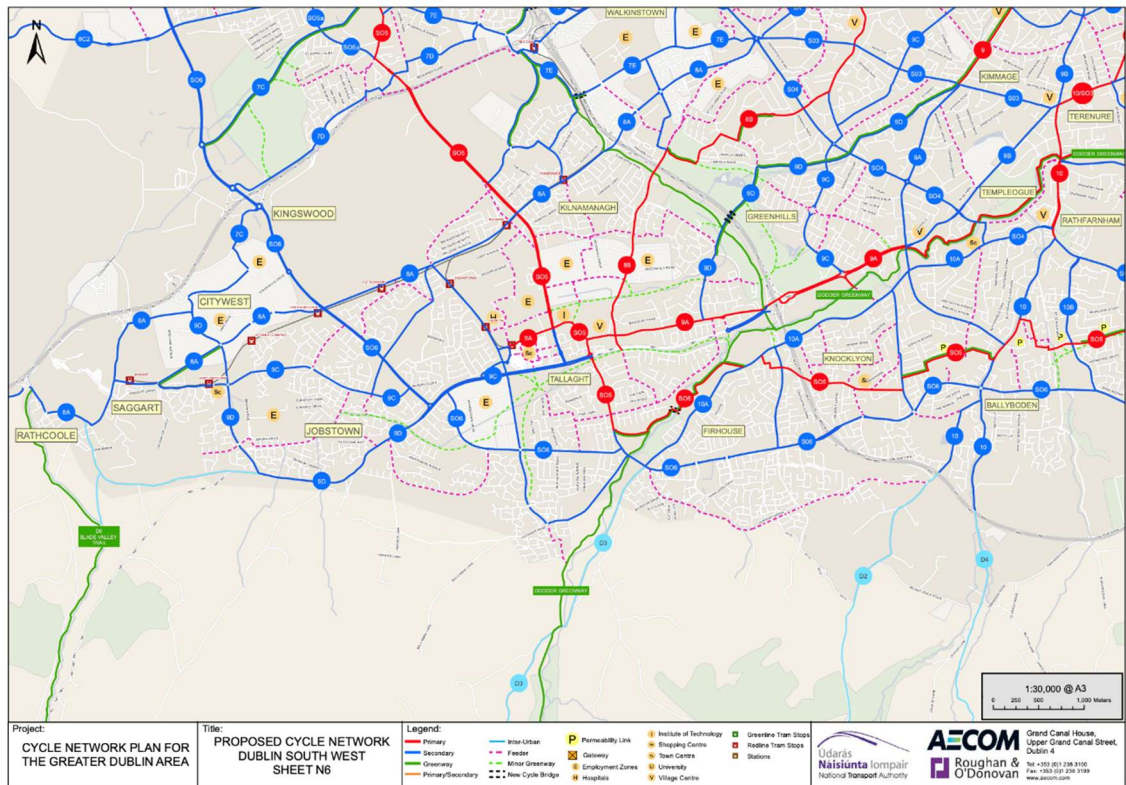


Figure 4-2 Excerpt from Greater Dublin Area Cycle Network Plan (Sheet 6)

4.3 Cycle South Dublin

The scheme is proposed as ‘project 10’ under the ‘Cycle South Dublin’ programme of work (approved 2021). The approved programme seeks to progress works on 260km of new and improved cycle lanes across the County.

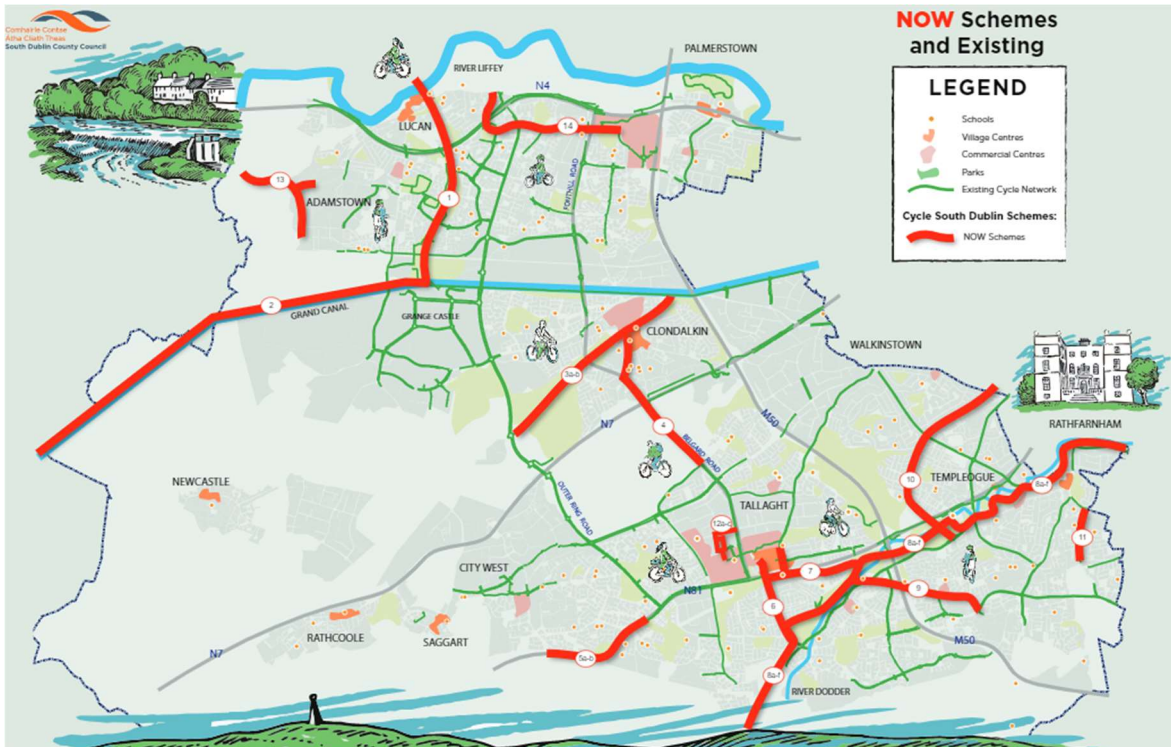


Figure 4-3 Extract from Cycle South Dublin consultation document (2020)

5 Screening

5.1 Methodology

This section sets out the legislative basis for ‘Screening’ so as to decide whether or not the Active Travel Improvement project requires the preparation of Environmental Impact Assessment Report (EIAR) as part of an application.

The basis for this assessment is whether the proposed project exceeds mandatory “thresholds” or is considered to have a potential impact on “sub-threshold” criteria set out under legislation.

This project includes proposals on public road and therefore it is important to have regard to the Roads Act and Regulations as well Planning Acts and Regulations. The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended
- Roads Act 1993 as amended
- Planning and Development Regulations 2001 as amended
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003
- Circular Letter: PL 05/2018 27th August 2018 Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment (the EIA Directive) and Revised Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development
- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening- Practice Note

5.2 Preliminary Examination in context of proposed development

The Office of the Planning Regulator has issued guidance in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids Planning Authorities as the Competent Authority (CA) in this area. This report has had regard to the OPR guidance and methodology which sets out a 3 Step Process illustrated in Figure 5.1, 5.2 and 5.3.

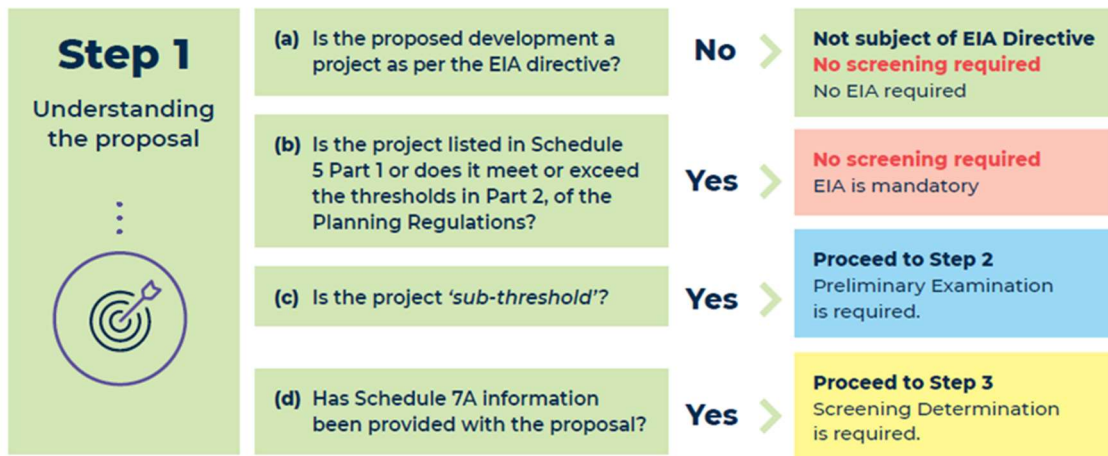


Figure 5-1 Extract from the OPR Guidance Note (Step 1)

Project

The proposed application is a project for the purpose of Environmental Impact Assessment (EIA) under Stage 1 stage (a) of the OPR guidance.

5.3 Mandatory EIAR Threshold Review

A list of the types or classes of development that require EIA or screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, (Regulations) as amended. 'Sub-threshold development' comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

The specific nature of the proposed development is not stated in Part 1 of Schedule 5 of the Regulations. Sub-threshold projects in Schedule 5 Part 2 require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 5 Part 2 provides the following relevant projects/thresholds (Table 5.1)

Analysis of thresholds under the Roads Act 1993 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019) is outlined in Table 5.2.

Table 5.1 Mandatory EIAR requirement as per Planning Regulations 2001-2021, Schedule 5 Part 2.

Mandatory	Regulatory Reference	Response
<p>10. Infrastructure projects</p> <p>(b)(i) Construction of more than 500 dwelling units.</p> <p>(ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</p> <p>(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.</p> <p>(iv) 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.)</p>	<p>Planning and Development Regulations 2001-2021, Schedule 5, Part 2</p>	<p>European Commission guidelines suggest that projects with similar characteristics are not explicitly mentioned in the EIA Directive could include: bus garages, train depots; Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact. Projects to which the terms ‘urban’ and ‘infrastructure’ can relate, such as the construction of sewerage and water supply networks, could also be included in this category. Projects for integrated urban transport schemes (e.g. parallel works at different locations to upgrade bus lanes, tramlines, bus, tram and/or metro stops), could also fall under this project category.</p> <p>While the area of the project is over 2 hectares in an urban area, there is no direct reference to pedestrian and cycle facility improvements and it cannot be presumed that the project is an ‘urban development’ that falls under this threshold definition.¹</p> <p>Mandatory Threshold Trigger not reached.</p>
<p>(dd) All private roads which would exceed 2000 metres in length.</p>		<p>The Directive Includes: (e) Construction of roads, harbours, and port installations, including fishing harbours (projects not included in Annex I). In Case C-142/07, <i>Ecologistas en Acción-CODA</i>, the Court held that the concept of ‘road’ in the EIA Directive does not make any distinction with regard to its applicability as to whether a road is a private or a public one.</p> <p>Mandatory Threshold Trigger not reached.</p>

Table 5.2: Mandatory EIAR requirement as per the Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

Mandatory	Regulatory Reference	Response
<p>(i) Construction of a Motorway</p>	<p>S. 50(1)(a) of the Roads Act, 1993, as amended²</p>	<p>The proposed project development is not a Motorway.</p> <p>Mandatory Threshold Trigger not applicable.</p>

¹ European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive, pp.50-52

² Adapted into Irish regulation from Annex 1 (7)(a) of the Directive

(ii) Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended	The project does not provide for the development of a busway Mandatory Threshold Trigger not applicable.
(iii) Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as Amended	The proposed project is not a Service Area. Mandatory Threshold Trigger not applicable.
<p>(iv) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.</p> <ul style="list-style-type: none"> - The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area - The construction of a new bridge or tunnel which would be 100 metres or more in length 	Prescribed by Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993). ³	<p>The proposed project provides for development to a route of c. 4.3km in an urban area. The road would not be realigned or widened to provide for four or more lanes.</p> <p>The scheme does not provide for a new bridge or tunnel.</p> <p>The proposed development therefore does not fall into the prescribed type of development whether it is considered to be in an urban or rural area.</p> <p>Mandatory Threshold Trigger not reached.</p>

It is noted that Section 50(1)(b) and (c) of the Roads Act, 1993 allows for An Bord Pleanála (ABP) to direct the road authority to prepare an EIAR where it considers that a proposed road development would be likely to have significant effects on the environment.

In relation to proposed development none of the thresholds above are exceeded.

Accordingly, the project is a sub threshold development and under Step 1(b) of the OPR guidance a preliminary examination is required under Step 2⁴.

³ Adapted into Irish regulation from Annex 1 (7)(b) of the Directive

⁴ Art 120 (1) (a) of the Planning Regulations provides that; “where the authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development”.

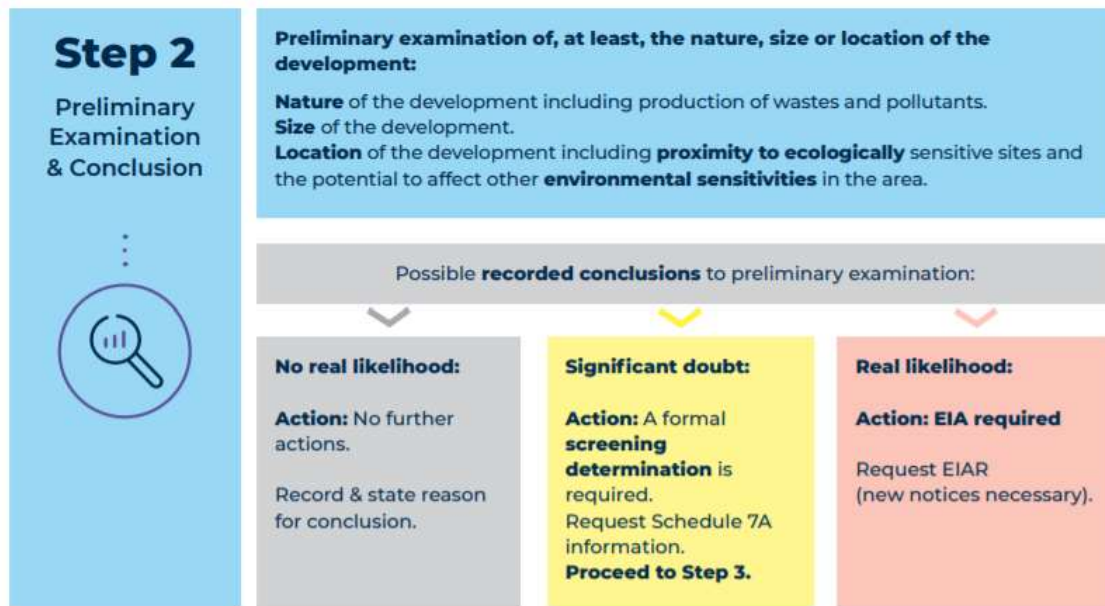


Figure 5-2 Extract from OPR Guidance Note (Step 2 of Screening Process)

5.4 Preliminary Examination considerations

Preliminary examinations must consider at least the following:

- The nature of the development including the production of wastes and pollutants;
- The size of the development; or
- The location of the development including the potential to impact on certain ecologically sensitive sites and the potential to affect other environmentally sensitive sites in the area.

The OPR guidance states a number of questions to assist the preliminary examination.

5.5 Nature of the development:

Is the nature of the proposed development exceptional in the context of the existing environment?

The project provides for works within and adjoining existing roads where active travel mobility options (particularly bicycle) already utilise the road. The project encourages sustainable modes of transport and is unlikely to give rise to increase in pollutants. There is potential for localised production of wastes during the construction phase. The proposed development is therefore not exceptional in the context of the existing environment.

5.6 Size of the development:

Is the size of the proposed development exceptional in the context of the existing environment?

The size of the development is not exceptional in any way in the existing environment. While the proposed project will change the nature and appearance of the carriageway it will not materially increase its size.

Are there cumulative considerations having regard to other existing and/or permitted projects?

The project seeks to implement part of the Dublin Cycling Network Route 9C linking Wellington Lane cycle route to Spawell to Templeville Road at Greenhills. Parts of the Dublin Cycle Network route have already been commenced or progressed. The scheme was proposed as 'project 10' under the 'Cycle South Dublin' programme of work. Therefore, there are cumulative considerations having regard to other existing and/or permitted projects.

5.7 Location of the development

Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?

The proposed project is not located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location. The project provides for works on existing roads and paved surfaces, and will not involve any modification of the River Poddle beneath the road.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area?

The proposed project traverses a developed urban area with large residential and commercial populations. The project will provide an attractive route for the population to access services, employment, education and recreation. It may potentially give rise to disturbance during the construction phase, particularly at large junctions.

5.8 Preliminary Examination Conclusion

Following preliminary examination, the planning authority is recommended to conclude that there are doubts regarding the likelihood of significant effects on the environment arising from the proposed development and to proceed to stage 3 a screening determination.

6 Screening Determination


Where the requirement to carry out EIA is not excluded at preliminary examination stage, the competent authority must carry out a screening determination.

The screening determination carried out on the basis of the Schedule 7A. In making its screening determination, the competent authority must have regard to:

- Schedule 7 criteria,
- Schedule 7A information,
- Any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant,
- Any mitigation measures proposed by the applicant,
- The available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account (see Box 3), and
- The likely significant effects on certain sensitive ecological sites

Step 3

Formal
Screening
Determination



Screening Exercise:
Is the proposal likely to have significant effects on the environment?

In making the determination, the planning authority must have regard to Schedule 7 criteria, Schedule 7A information, results of other relevant EU assessments, the location of sensitive ecological sites, or heritage or conservation designations. Mitigation measures may be considered.

Screening Determination: Recorded outcomes to screening determination must state main reasons and considerations, with reference to the relevant criteria listed in Schedule 7 of the Regulations and mitigation if relevant.

Figure 6-1 Extract OPR Guidance Note (Step 3)

6.1 Criteria for determining whether development should be subject to an environmental impact assessment

The 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development', groups criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment under three headings which correspond to the updated Schedule 7.

Schedule 7 criteria for determining whether development listed in part 2 of Schedule 5 should be subject to an environmental impact assessment.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

Schedule 7 Criteria Commentary	Schedule 7 Criteria Commentary
<p>1.Characteristics of proposed development The characteristics of proposed development, in particular to:</p>	
<p>a) the size of the proposed development,</p>	<p>The scheme covers an approximate length of 4.3km, which extends from west of the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, terminating at the Whitehall Road / Kimmage Road West signalised junction. The main scheme route also has been extended to include Rossmore Road, Orwell Road and Limekiln Road. The extents of the scheme are highlighted red on Figure 2.1. It is not proposed to close any roads to vehicular traffic or introduce one-way systems that would potentially divert road traffic during operation.</p>
<p>(b) cumulation with other existing development 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,</p>	<p>The Project is included in red as a Secondary and feeder routes (Figure 4-2). The route forms part of Route P9: Wellington Lane cycle route from Spawell to Templeville Road at Greenhills Greater Dublin Area Cycle Network Plan. Other parts of the network have been progressed or implemented in the SDCC areas. The route also interacts with a number of other radial routes and transport corridors. The GDA Cycle Network Plan was subject to an SEA, but the route has not been subject to an EIAR.</p>
<p>(c) the nature of any associated demolition works,</p>	<p>No demolition works are required. However, the construction of the project will entail some disturbance along the alignment and at junctions. The project provides for alterations of at least 2 large junctions.</p>
<p>(d) the use of natural resources, in particular land, soil, water and biodiversity,</p>	<p>No significant natural resources will be used.</p>
<p>(e) the production of waste,</p>	<p>No significant waste streams will be generated.</p>
<p>(f) pollution and nuisances,</p>	<p>The proposed scheme is likely to have a neutral impact on pollution. The construction phase is likely to introduce nuisance to local residential populations and those accessing services, employment and amenities along the alignment. The alterations of travel patterns may cause localised nuisance.</p>
<p>(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, and</p>	<p>The proposal will provide improved and separated facilities for cyclists and reduce the risk of major accidents, and/or disasters in the area.</p>
<p>h) the risks to human health (for example, due to water contamination or air pollution).</p>	<p>Active travel measures are likely to be beneficial to human health. The project is unlikely to give rise to risks to human health arising from contamination or pollution.</p>

2. Location of proposed development The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:	
a) the existing and approved land use,	The land-uses of the surrounding area are mainly residential with some commercial, educational, office, recreation and amenity/open space. The project is located in the road corridor and does not impinge on existing or permitted land uses or developments.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,	<p>The project is located within an urban area on public road ways and on made ground.</p> <p>Due to the nature of the proposed scheme (i.e. upgrading existing infrastructure within the existing road footprint to accommodate more active and sustainable modes of transport), the completed works are not expected to result in significant increased surface water runoff to the connected drainage network or waterways.</p>
c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths;	Not applicable due to scale and location of scheme
(ii) coastal zones and the marine environment;	Not applicable due to scale and location of scheme
(iii) mountain and forest areas;	Not applicable due to scale and location of scheme
(iv) nature reserves and parks;	Not applicable due to scale and location of scheme
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;	The AA Screening confirms that proposed project is not likely to have any direct impact on , or provide a pathway for pollutants to a Natura 2000 site.
(vi) 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;	The project will not have any impact on an area which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union.
(vii) densely populated areas;	The project is located within a densely populated area in the south Dublin County Council. The cycle and walking scheme will provide a significant and positive recreational amenity for resident and visitor populations, that encourages healthy travel options. It is likely that the populations will experience disturbance during the construction phase and those utilising the routes in vehicles will experience

	inconvenience (particularly from works to large junctions).
(viii) landscapes and sites of historical, cultural or archaeological significance	The project does not have any negative impact on landscapes or views, material assets or cultural/heritage artefacts of significance.

The OPR's Practice Note on EIA Screening considers what are **likely significant effects**. Refer to Box 1 below.

Box 1: Likely Significant Effects

1. Are the effects identified likely to occur?

This refers to the effects that are expected to occur, those that can be reasonably foreseen as normal consequences of project construction and operation, including where relevant associated demolition, remediation and/or restoration.

2. Are the effects, which are likely to occur, significant?

EPA draft guidelines define a '*significant effect*' as an effect, which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. The same draft guidelines provide useful definitions in relation to quality of effects, significance of effects, context of effects, probability of effects and duration and frequency of effects.

3. Will identified likely significant effects impact the environment?

Likely significant effects should cover the direct and indirect, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project.

The factors of the environment to be described and assessed are:

- **population and human health;**
- **biodiversity, with particular attention to protected species and habitats;**
- **land, soil, water, air and climate;**
- **material assets, cultural heritage and the landscape; and**
- **the interaction between the factors.**

The following table summarises the likelihood of effects on the environmental factors listed in the box above.

Screening Considerations

Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	C	Perceived negative changes due to landscaping works and road works	Local	Likely	Slight	Neutral	Temporary
	O	Segregated and improved cycling and walking infrastructure to ensure appropriate infrastructure for the area and enhance landscape	Local	Likely	Moderate	Positive	Permanent
Visual	C	Perceived negative changes due to emergence of plant and machinery and works on the roads	Local	Likely	Moderate	Negative	Short Term
	O	Changes to existing street character	Local	Likely	Significant	Positive	Permanent
Biodiversity	C	Perception that construction works may interact with biodiversity where route crosses the River Poddle linear corridor and adjacent to Tymon Park	Local	Not Likely	Slight	Neutral	Temporary
	O	Enhanced landscaping and planting selection comprises mix of various species and provision of measures to enhance natural habitats and biodiversity	Local	Likely	Moderate	Positive	Permanent
Land & Soil	C	Loss of subsoil from site	Local	Likely	Slight	Negative	Permanent
		Potential contamination due to accidental spillage	Local	Not Likely	Imperceptible	Neutral	Brief
	Increased surface water run-off due to alteration of surface profile and soil compaction	Local	Likely	Imperceptible	Neutral	Temporary	
O	None predicted	-	-	-	-	-	

Human Health	C	During construction there is potential for inconvenience of populations depending on the extent and duration of works	Local-	Likely	Moderate	Neutral	Temporary
	O	Improved public health through use of Active Travel /Cycle lane facilities Potential for inconvenience, disturbance and community severance if the scheme were to negatively alter established means of travel	Local Local	Likely Not likely	Significant Moderate	Positive Neutral	Permanent Permanent
Water	C	Accidental pollution events occurring to nearby stream or the groundwater table	Local	Not Likely	Imperceptible	Neutral	Brief - Temporary
	O	Discharge of treated attenuated surface water to existing surface water network Discharge of foul and waste water to existing waste water network	Local Local	Likely Likely	Imperceptible Imperceptible	Neutral Neutral	Permanent Permanent
Air Quality & Climate	C	Reduction of air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery	Local	Likely	Not significant	Neutral	Permanent
	O	Improved air quality due to the promotion of active travel along the route	Local	Likely	Moderate	Positive	Long-term
Noise	C	Increase in noise as a result of construction activity, and operation of plant and machinery.	Local	Likely	Slight	Negative	Temporary
	O	None Predicted	-	-	-	-	-
Cultural Heritage: Built Heritage	C	None Predicted	-	-	-	-	-
	O	None Predicted	-	-	-	-	-
Cultural Heritage: Archaeology	C	None Predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-

<p>3. 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 project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—</p>	
<p>a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</p>	<p>The project will directly affect an existing roadway along a route of c.4.3 km. It is likely that the impact of the project will extend beyond the project area during construction (particularly on the road network).</p>
<p>(b) the nature of the impact</p>	<p>In general, construction work for the project will be undertaken on existing built surfaces as all of the site area is a built urban area.</p> <p>The project provides for the long-term development of segregated cycleways for sections of the route. Works along the route will be relatively minor with the active travel project generally affecting the edge of the carriageway cross-section. Works for the upgrading and realignment of large junctions will be more significant in nature.</p>
<p>c) the transboundary nature of the impact</p>	<p>Not applicable due to scale and location of scheme</p>
<p>(d) the intensity and complexity of the impact,</p>	<p>Construction impacts will be temporary and of typically of low intensity. All elements of the project will take place within the road corridor.</p> <p>Complexity arises from the interaction of the project with a significant number of properties along the route and movement of populations across or over the alignment.</p>
<p>(e) the probability of the impact,</p>	<p>The project is design is subject to refinement and decisions on the design of various details including junction layouts. The impacts of the project during construction phase and operation are comprehended as probable, as the project is set to be developed within a defined road corridor and development area of c.17 ha.</p>
<p>(f) the expected onset, duration, frequency and reversibility of the</p>	<p>Temporary environmental impacts will occur. These are not likely to be significant, within the meaning of the Directive.</p>
<p>(g) the cumulation of the impact with the impact of other existing and/or</p>	<p>As noted at 1(b) earlier in this table, the project is proposed as part of a strategic cycle project for the</p>

<p>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</p>	<p>Greater Dublin Area (Orbital cycle route 9C from Spawell to Templeville Road at Greenhills. There are a number of radial routes that being progressed or constructed. It is possible that these have potential to contribute to significant effects within the meaning of the Directive when considered in-combination with the effects of the proposed scheme.</p>
<p>(h) the possibility of effectively reducing the impact</p>	<p>It is likely that the operation of the scheme will be significant and positive, with benefits for local and visiting populations. There is potential to reduce the impact of the project at construction stage with a detailed construction management plan.</p>

6.2 Available results under other relevant EU environmental legislation,

All list of the references/data used in the preparation of the AA Screening report prepared by NM Ecology Ltd. is set out on in the AA Screening report.

Other relevant EU environmental legislation may include:

- SEA Directive [2001/42/EC]
- Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]
- Water Framework Directive [2000/60/EC]
- Marine Strategy Framework Directive
- Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive
- Industrial Emissions Directive
- Seveso Directive
- Trans-European Networks in Transport, Energy and Telecommunication
- EU Floods Directive 2007/60/EC

Table 5: EU Legislation

Directive	Results
SEA Directive [2001/42/EC]	The proposed scheme forms part of the GDA Cycle Network Route P9: Wellington Lane cycle route from Spawell to Templeville Road at Greenhills. This plan has been subject to Strategic Environmental Assessment.
Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]	Taking into consideration the proposed development works and operation, the lack of direct hydrological pathway or biodiversity corridor link to conservation sites and the dilution effect with other effluent and surface runoff, it is concluded that this scheme would

Directive	Results
	not give rise to any significant effects to designated sites.
Water Framework Directive [2000/60/EC]	Under the Water Framework Directive Status Assessments 2013 – 2018, the water quality is of Poor status, and the coastal waters at the mouth of the river Dodder are of Moderate risk while the mouth of the River Poddle is of Poor Risk.
Marine Strategy Framework Directive	The site is located inland, away from the coast, there is no likely impact given the distance.
Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive	n/a to proposed development
Industrial Emissions Directive	n/a to proposed development
Seveso Directive	There are no Seveso sites in the vicinity
Trans-European Networks in Transport, Energy and Telecommunication	n/a to proposed development
EU Floods Directive 2007/60/EC	A review of the OPW's flood maps show medium and low probability of flooding events where the project traverses the River Poddle. Single flood events have been recorded in the surrounding area of the proposed scheme.

6.3 Conclusions

Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts
- The potential impacts and proposed mitigation measures
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development would not be likely to have significant negative effects on the environment and it is recommended that environmental impact assessment report is not required.