DBFL CONSULTING ENGINEERS

Comhairle Contae
Átha Cliath Theas
South Dublin County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Wellington Lane Walking & Cycling Scheme

Part 8 Report

Document Control

Job Title: Wellington Lane Walking and Cycling Scheme

Job Number: p180201

Report Ref: 180201-rep-001

Author: Daniel Garvey/Jane Hennaghan

Reviewed by: Robert Kelly

Date: August 2022

Distribution: Client
DBFL Consulting Engineers (Dublin)

Revision	Issue Date	Description	Prepared	Reviewed	Approved
0	12/08/22	Draft	DJG/JLH	RJK	RJK
1	31/08/22	Final	DJG/JLH	RJK	RJK

DBFL Consulting Engineers

Dublin Office
Ormond House
Ormond Quay
Dublin 7

Tel 01 4004000
Email info@dbfl.ie
Web www.dbfl.ie

Waterford Office
Suite 8b, The Atrium, Maritana Gate, Canada Street,
Waterford, X91 W028.

Cork Office
14 South Mall, Cork, T12 CT91

CONTENTS

APPENDICES

EXECUTIVE SUMMARY

DBFL Consulting Engineers (DBFL) have been commissioned by South Dublin County Council (SDCC) to provide consulting engineering services for the design and development of the Wellington Lane Walking & Cycle Scheme.

The overall scheme aims to upgrade the cycle and pedestrian facilities along the scheme route to improve overall safety particularly for vulnerable road users.

The main scheme route 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, as shown in Figure 0-1. The scheme route has also been extended to include Rossmore Road, Orwell Road, Templeogue Woods and Limekiln Road.

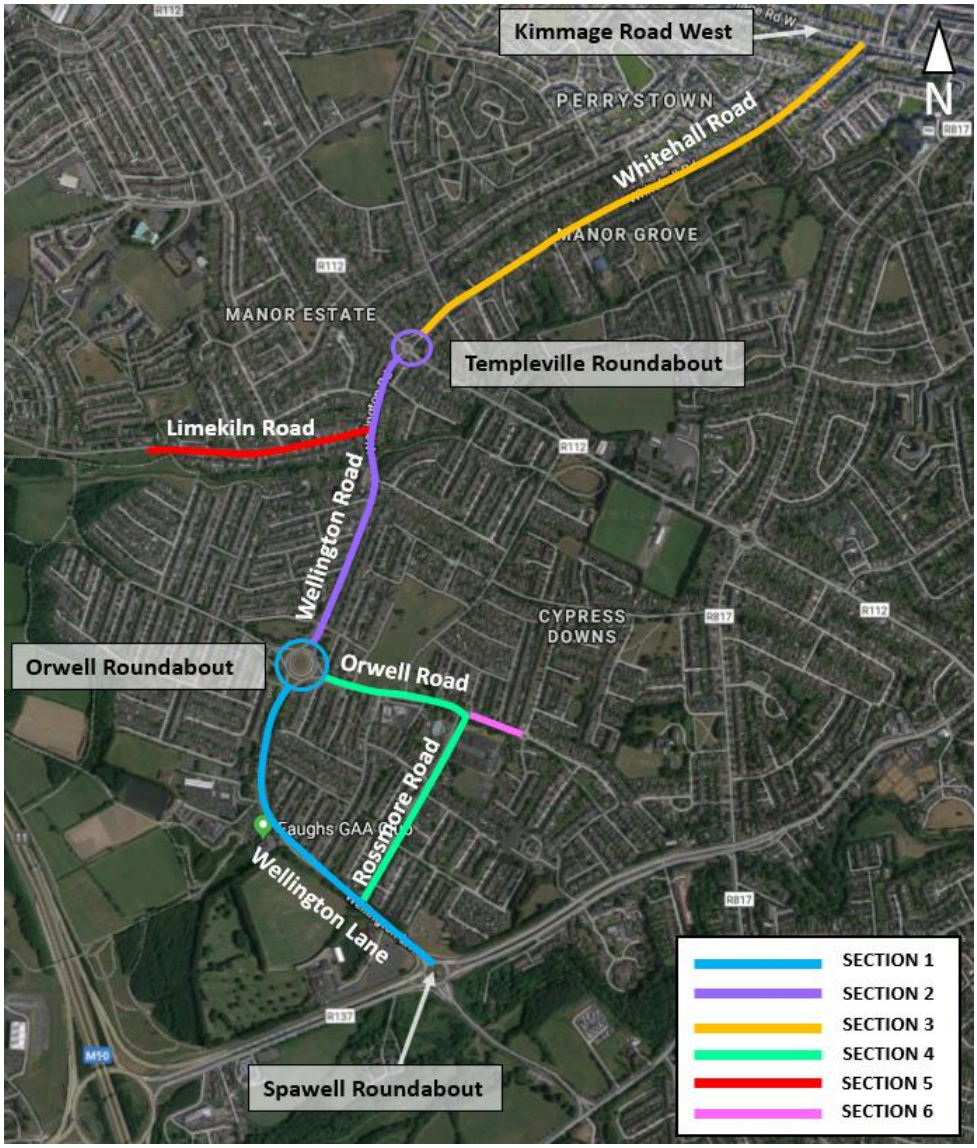


Figure 0-1: Scheme Study Area (Source: Google Maps)

As part of a previous options assessment for the route, a number of options were considered with extensive consultation and engagement undertaken with the public. Preferred options, for junctions as well as the main links, emerged from this assessment which have now been progressed as part of the preliminary design for the scheme which is the subject of this Statutory Approval Process under Part 8 of the Planning & Development Regulations 2001.

Section 1 – Wellington Lane

Beginning from the southern end of the scheme, the preliminary design includes a two-way off-road cycle track and improved footpath facilities on the western side of Wellington Lane, North-west of the Spawell Roundabout, with a raised adjacent cycle track and improved footpath facilities on the eastern side of the road. It is proposed to signalise the existing priority junction at Wellington Lane and Rossmore Road and upgrade the junction to a cycle protected junction with signal-controlled crossings for pedestrians.

At the Orwell Roundabout, segregated cycle tracks and segregated cycle/pedestrian crossings are proposed on all arms of the roundabout, these are illustrated in Figure 0-2.

Figure 0-2: Orwell Roundabout Proposals

As part of this scheme, a number of trees are proposed to be introduced, retained and removed. Along the Spawell Roundabout to Orwell Roundabout section of the scheme, 66 no. trees are to be retained, 59 no. trees are to be removed, and 73 new trees are proposed to be introduced.

Section 2 – Wellington Road

There is a raised adjacent cycle track and improved footpaths on both sides of the Wellington Road proposed between Orwell Roundabout and the Templeville Junction. It is proposed to signalise the existing priority junction at Wellington Road/Wellington Green and provide a cycle protected signalised junction with protected islands through the junction for cyclists and signalised crossings for pedestrians on all arms of the junction. The Wellington Road / Templeville Road junction is proposed to be converted to a four-arm cycle protected signalised junction, as illustrated in Figure 0-3.

Figure 0-3: Proposed Cycle Protected Signalised Junction at Templeville

Along the Orwell Roundabout to Templeville Roundabout section of the scheme, 60 no. trees are to be retained, 23 no. trees are to be removed, and 85 new trees are proposed to be introduced.

Section 3 – Whitehall Road

Travelling north east from the Templeville junction along Whitehall Road, at the shops area the road is proposed to be shared between vehicles and cyclists with traffic calming, as illustrated in Figure 0-4.

Figure 0-4: Shared road facilities along Whitehall Road

Travelling northeast from the shops area, cyclists will be facilitated within a two-way cycle track located on the northern side of the road. The road carriageway will provide a consistent width of 6m along Whitehall Road. The remaining space within the road carriageway will be allocated to the two-way cycle facility.

Due to width restrictions within the footpaths and the preference to retain the trees in this area, it is not proposed to extend into the kerbline along this section.

Along the Templeville Roundabout to Kimmage Road West section of the scheme, 83 no. trees are to be retained, 10 no. trees are to be removed, and 28 new trees are proposed to be introduced.

Section 4 – Rossmore Road & Orwell Road

For Rossmore Road, it is proposed to provide off road cycle tracks on both sides of the road and off-road cycle tracks along Orwell Road. Along the Rossmore Road & Orwell Road section of the scheme 130 no. trees are to be retained, 8 no. trees are to be removed.

Section 5 – Limekiln Road

Limekiln Road proposes off road cycle tracks that extend from the junction with Wellington Road and terminate west of the Riverview Educate Together National School. The proposals are illustrated below in Figure 0-5. Some trees are proposed to be removed along Limekiln Road, however, the number required to be removed has been carefully considered and reduced as far as practicable.

These trees will be replaced with new trees as part of a wider landscaping scheme that will deliver an enhanced public realm along the route.

Figure 0-5: Design proposals along Limekiln Road

Along the Limekiln Road section of the scheme, 22 no. trees are to be retained, 12 no. trees are to be removed, and 41 new trees are proposed to be introduced.

Section 6 – Templeogue Woods

On Templeogue Woods, it is proposed to provide off road cycle tracks on both sides of the street and widening the footpath on the southern side of the road to better accommodate pupils of the adjacent primary schools. The Templeogue Wood/Templeogue Lodge/Domville Road Roundabout will be upgraded with reduced radii and zebra crossings on 3 of the 4 arms. This section of the route is also proposed as a school zone and will align with the NTA Safe Routes to School design guidance. The school zone will provide speed reducing measures through this section as well as removal of any parking. Along the Templeogue Woods section of the scheme, 45 no. trees are to be retained and 2 no. trees are to be removed. Design proposals for this section are illustrated in Figure 0-6.

Figure 0-6: Design proposals along Templeogue Woods

Summary of Impact on Trees

A summary of trees to be removed, trees to be retained as well as newly proposed trees is outlined in Table 0-1. A total of 406 trees are to be retained along the scheme route with 114 trees being removed. As part of the landscape plans within the scheme, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area.

	Trees Retained	Trees Removed	Proposed Trees
Section 1	66	59	73
Section 2	60	23	85
Section 3	83	10	28
Section 4	130	8	0
Section 5	22	12	41
Section 6	45	2	0
Total	406	114	227

Table 0-1: Summary of Trees within the Scheme

An Arborist Impact Assessment Report has been prepared as part of this scheme which has been issued as part of this public consultation documentation.

Environmental Assessments

A Screening assessment has been undertaken for Appropriate Assessment (AA) and Environmental Impact Assessment Report (EIAR) as part of this scheme

design. In terms of the EIAR screening, the report considers that the proposed development would not be likely to have significant negative effects on the environment and it is recommended that an EIAR is not required. In terms of the AA screening, the report concludes that the proposed development will not cause direct or indirect impacts on any Natura 2000 sites, and thus that Appropriate Assessment is not required

An Archaeological and Heritage study was undertaken and it is considered that the proposed development would not be likely to have significant negative effects on any archaeological monuments.

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 DBFL Consulting Engineers (DBFL) have been commissioned by South Dublin County Council (SDCC) to provide consulting engineering services for the design and development of the Wellington Lane Walking & Cycling Scheme.

1.1.2 The main scheme route, which aims to provide improved cycle and pedestrian facilities, 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 has also been extended to include Rossmore Road, Orwell Road, Templeogue Wood 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).

1.1.3 The objectives of the overall scheme are as follows:

- Provide improved cycle and pedestrian facilities along the scheme route to improve the overall safety for vulnerable road users;
- Enhance connectivity for the surrounding residential developments to key trip attractors within the area such as the local parks, schools, playing pitches and local shops;
- Improve modal shift for walking and cycling within the area for all users. Improving modal shift towards sustainable modes of travel will help to contribute towards Ireland's Climate Action Plan for 2030 which aims to reduce overall greenhouse gas emissions by 51%.

1.2 STUDY AREA

1.2.1 For the purposes of this report, the study area has been separated into six sections for discussion as follows:

- Section 1: Spawell Roundabout to Orwell Roundabout
- Section 2: Orwell Roundabout to Templeville Roundabout
- Section 3: Templeville Roundabout to Kimmage Road West

- Section 4: Rossmore Road & Orwell Road
- Section 5: Limekiln Road
- Section 6: Templeogue Woods

1.2.2 These six sections are illustrated in the map in Figure 1-1 below.

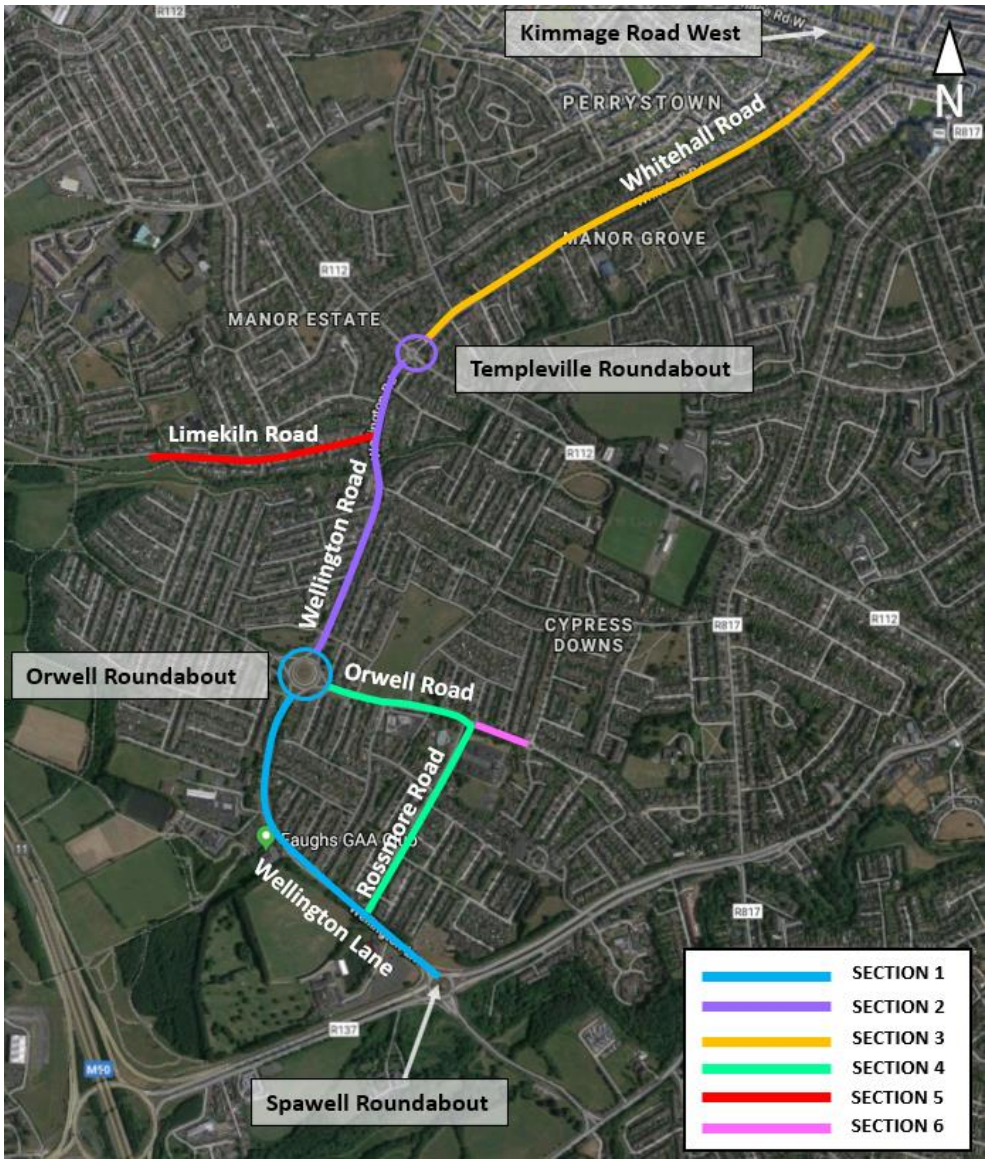


Figure 1-1: Scheme Study Area (Source: Google Maps)

1.3 NEED FOR THE SCHEME

1.3.1 There are a number of schools along and in proximity to the proposed scheme route. These include Bishop Shanahan Primary School consisting of approximately 477 pupils, Bishop Galvin Primary School consisting of approximately 471 pupils, St Mac Dara's Secondary School consisting of approximately 856 pupils and Templeogue College Secondary School consisting of approximately 688 pupils. As

well as schools, there are also a number of sports grounds, including Ballyboden St Endas GAA club, Faughs GAA club, St Judes GAA club, Templeogue United FC, St Marys RFC and Robert Emmets GAA club.

1.3.2 Movements of pedestrians and cyclists are therefore high along these roads, in particular, for school children. At present, there are limited to no cycle facilities located along the proposed scheme route and it has been noted that young cyclists are cycling to school using the footpaths.

1.3.3 The RSA database shows that there have been a high number of collisions along the route, in particular, at the various junctions including Orwell Roundabout and Templeville Roundabout.

1.3.4 Considering the potentially high pedestrian and cycle volumes to and from the various amenities and trip attractors on the route as well as the number of collisions along the route, it is apparent that provision of improved cycle and pedestrian facilities is a key requirement in this area.

1.4 STRUCTURE OF THE REPORT

1.4.1 The following outlines the structure of this report:

- Section 2 – Planning Policy & Design Guidance – This section outlines the various planning policies and design guidance relevant to the proposed scheme.
- Section 3 – Existing Conditions – This section details the existing conditions along the proposed scheme route including the existing road, traffic, pedestrian and cycle conditions.
- Section 4 – Public Consultation– This section outlines workshops and consultations that were undertaken with local representatives, interest groups and schools as well as Covid-19 emergency response temporary improvement measures.
- Section 5 – Option Development– This section outlines a summary of the Option Development for the scheme.
- Section 6 – Preliminary Design – This section details the preliminary design for the scheme.
- Section 7 – Environmental Constraints – This section provides a summary of the EIA and AA Screening reports undertaken separately for this scheme.

This section also provides a summary of the heritage assessment report undertaken separately as part of this scheme.

- Section 8 – This section details a summary of the report.

2.0 PLANNING POLICY & DESIGN GUIDANCE

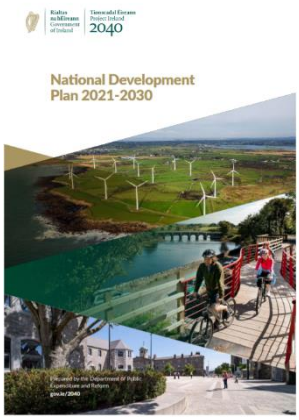
2.1 INTRODUCTION

2.1.1 It is important that a review of current Policy is undertaken and used to inform the development of the Wellington Lane Walking & Cycling Scheme.

2.1.2 The following policy documents and design guidance have been reviewed as part of the development of this scheme.

2.2 NATIONAL DEVELOPMENT PLAN (2021-2030)

2.2.1 As part of Project Ireland 2040 the National Development Plan sets out the Government's over-arching investment strategy and budget for the period 2021-2030. It is an ambitious plan that balances the significant demand for public investment across all sectors and regions of Ireland with a major focus on improving the delivery of infrastructure projects to ensure speed of delivery and value for money.



2.2.2 The NDP sets out a significant level of investment, almost €165 billion, which will underpin the NPF and drive its implementation over the next nine years. The scale of the Transport-related requirements under the revised NDP amounts to c. €35 billion in total over 2021- 2030.

2.2.3 The National Planning Framework (NPF) recognises the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.

2.2.4 With regard to Ireland's greenhouse gas emissions, the transport sector has been determined as a key contributor to this and is responsible for 20%. The NDP sets out an entire National Strategic Objective that is dedicated to "Sustainable Mobility" and has a range of policies and measures to promote the achievement of sustainable mobility. The following definitions of Sustainable Mobility have been outlined in the NDP:

- Comfortable and affordable journeys to and from work, home, school, college, shops and leisure;
- Travelling by cleaner and greener transport; and
- A shift away from the private car to greater use of active travel (walking and cycling) and public transport.

2.2.5 The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signalled by the recent increase in the active travel budget. Whole-of Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025. In 2021, the NTA allocated just over €240 million to active travel infrastructure projects in Dublin, the Greater Dublin Area and regional cities.

2.2.6 This investment will help support the delivery of significant levels of new and improved walking and cycling infrastructure by 2025, as well as additional investment in Greenways. Successful delivery of planned projects and programmes should serve to encourage a shift in the population towards walking, cycling and scooting as transport modes as the decade progresses.

2.3 NATIONAL INVESTMENT FRAMEWORK FOR TRANSPORT IN IRELAND

2.3.1 The National Investment Framework for Transport in Ireland (NIFTI) is the framework created by the Department of Transport for prioritising future investment in the land transport network. This is done to support the delivery of the National Strategic Outcomes. The Framework aims to contribute to Irelands decarbonisation effort, support vibrant and successful communities, deliver a high performing transport system, and promote a strong and balanced economy.

2.3.2 In an effort to cater for rising travel demand as well as decarbonising the transport sector, there will be a significant investment in sustainable mobility. This includes major public transport schemes, improved access to sustainable mobility in our towns and rural areas, and major investment in cycling and pedestrian infrastructure. There are four Investment Priorities for the NIFTI:

- Mobility of People and Goods in Urban Areas
- Protection and Renewal

- Decarbonisation
- Enhanced Regional and Rural Connectivity

2.3.3 The Framework also includes a Modal Hierarchy and Intervention Hierarchy for the maintenance and implementation of physical infrastructure.

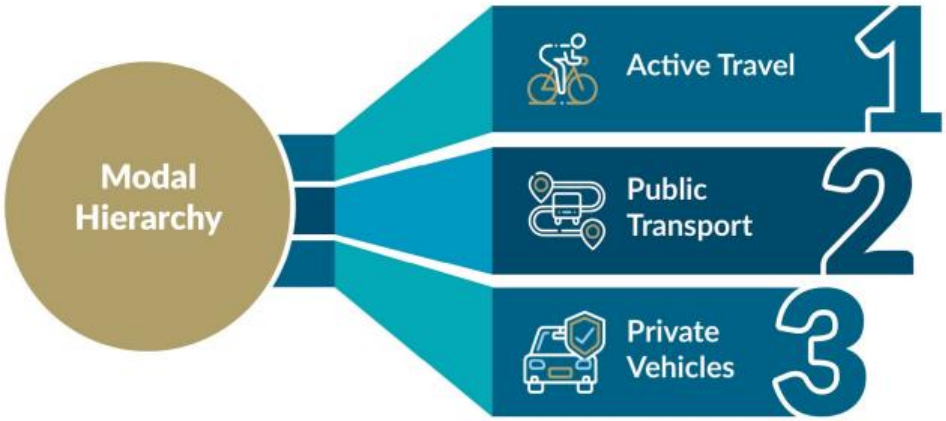
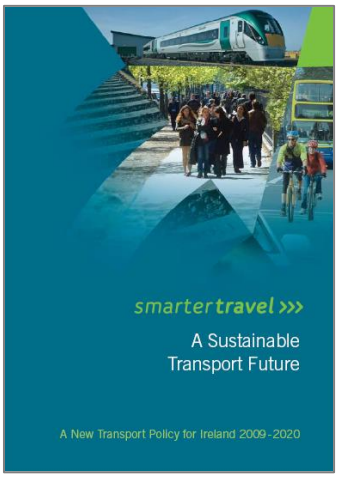


Figure 2-1: NIFTI Modal Hierarchy (Source Department of Transport)

Figure 2-2: NIFTI Intervention Hierarchy (Source: Department of Transport)

2.4 SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE 2009 - 2020



2.4.1 Smarter Travel - A Sustainable Transport Future, was published in February 2009, and represents a new transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport.

2.4.2 The policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, local air pollution, contribution to global warming, and the additional negative impacts to health through promoting increasingly sedentary lifestyles.

2.4.3 The following five key goals form the basis of the Smarter Travel policy document:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.

2.4.4 These aims will be achieved through 49 specific actions listed within the Smarter Travel Policy, which can be broadly grouped into 4 key areas:

- Actions to reduce distance travelled by private car and encourage smarter travel,
- Actions aimed at ensuring that alternatives to the private car are more widely available,
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies, and
- Actions aimed at strengthening institutional arrangements.

2.4.5 The Smarter Travel policy also includes for a comprehensive range of supporting 'actions' including mode specific (e.g. walking, cycling and public transport etc.) and behaviour change initiatives which both encourage and provide for sustainable travel practices for all journeys.

2.5 CLIMATE ACTION PLAN (2021)

2.5.1 The Climate Action Plan 2021 sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also have associated positive economic and societal benefits, including cleaner air, warmer homes and a more sustainable economy in the longer term.

2.5.2 Irelands transport system plays a critical role in realising the ambitious targets of the Climate Action Plan. Consequently, to make growth less transport intensive a number of key policies are identified, including the expansion of walking, cycling and public transport to promote modal shift. The measures to deliver on the transport related targets set out in the Climate Action Plan cover the following:

- Sustainability;
- System Efficiency and Demand Management;
- Fleet Electrification;

- Renewable and Alternative Transport Fuels for Freight;
- Use of Green Hydrogen and other Emerging Technologies.

2.6 NATIONAL CYCLE MANUAL - 2011

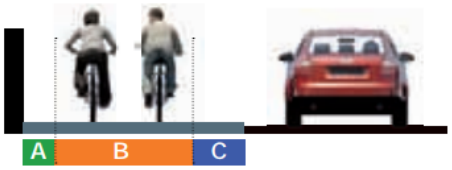
2.6.1 The National Cycle Manual is a national guidance document that details the principles of sustainable safety that offers a safe traffic environment for all road users including cyclists. The manual provides guidance on integrating the bicycle in to the design of urban areas. The manual sets out five principles of Sustainable Safety:

1. Functionality: The principle of functionality is that the design which is fit for purpose is safer. Urban streets, roads and spaces are always multi – functional.
2. Homogeneity: The principle of Homogeneity is that reducing the relative speed, mass and directional differences of different road users sharing the same space increases safety.
3. Legibility: The principle of Legibility is that a road environment that all road users can read and understand is safer. A legible design will be self-evident, self-explanatory and self-enforcing.
4. Forgivingness: The principle of Forgivingness (Passive Safety) is that environments that contribute to benign outcomes of accidents are safer.
5. Self-Awareness: The principle of Self-Awareness is that where road users are aware of their own abilities and limitations to negotiate a road environment, the environment is safer.

2.6.2 The width of a cycle facility as well as the type of facility proposed (Integrated or Segregated) are two key factors for providing adequate, safe facilities and a sub-standard cycle lane/track is never recommended.

2.6.3 The designed width of a cycle facility is comprised of the effective width as well as clearances that are required in different circumstances. The Width Calculator table provides details for determining the actual width required for cycle lanes and tracks. It comprises of three main factors, A,B and C, as well as an additional

factor, D, which is only relevant in certain circumstances. The width calculator table is illustrated in Figure 2-3.



A Inside Edge		B Cycling Regime		C Outside Edge		D Additional Features	
Kerb	0.25m	Single File	0.75m	30kph, 3.0m wide lane	0.50m	Uphill	0.25m
						Sharp bends	0.25m
Channel Gully	0.25m	Single File + Overtaking, Partially using next lane	1.25m	50kph, 3.0m wide lane	0.75m	Cyclist stacking, Stopping and starting	0.50m
Wall, Fence or Crash Barrier	0.65m	Basic Two-Way	1.75m	Raised kerb, dropped Kerb or physical barrier	0.50m	Around primary schools, Interchanges, or for larger tourist bikes	0.25m
Poles or Bollards	0.50m	Single File + Overtaking, Partially using next lane	2.00m	Kerb to vegetation etc. (ie. cycleway)	0.25m	Taxi ranks, loading, line of parked cars	1.00m (min 0.8m)
		2 Abreast + overtaking (tracks and cycleways)	2.50m			Turning pocket cyclists	0.50m

Figure 2-3: Cycle width calculator – National Cycle Manual (Source: NCM)

2.6.4 Considering a cycle lane/track facility along a 50kph 3m lane with cyclists single file, the minimum width of facility required is 1.75m, ie, A=0.25m, B=0.75m and C= 0.75m. It is noted that the typical target width for the proposed cycle facilities as part of this scheme is 2m. A typical preferred cross section detail is illustrated in Figure 2-4.

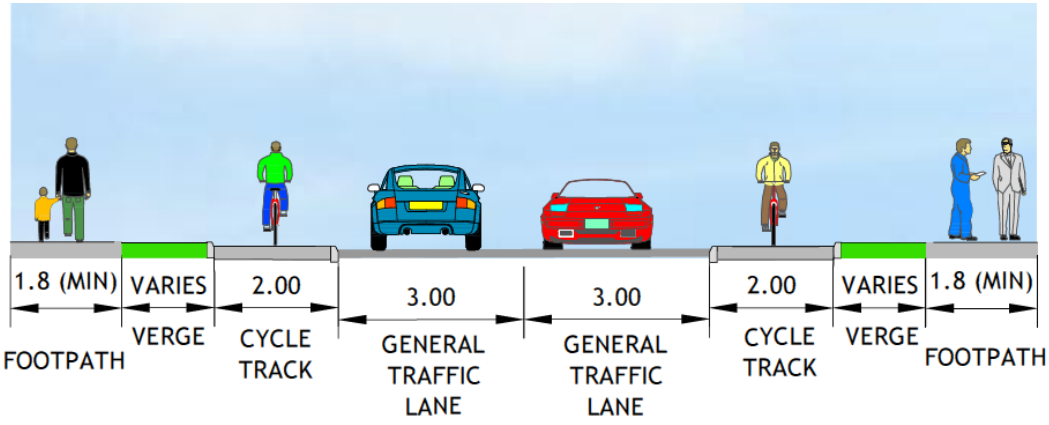


Figure 2-4: Typical Cross Section Widths for Scheme Route

2.6.5 In terms of the type of facility proposed, integrated or segregated, there are a number of factors considered for determining the type of facility most appropriate. Segregated facilities are recommended in the following circumstances:

- The traffic regime cannot be rendered suitable for integrated cycling;
- To preclude traffic from queuing or parking on the facility;
- To confer an advantage on cyclists.

2.6.6 A guidance graph is illustrated in Figure 2-5 that sets out relevant factors for determining the type of facility to provide.

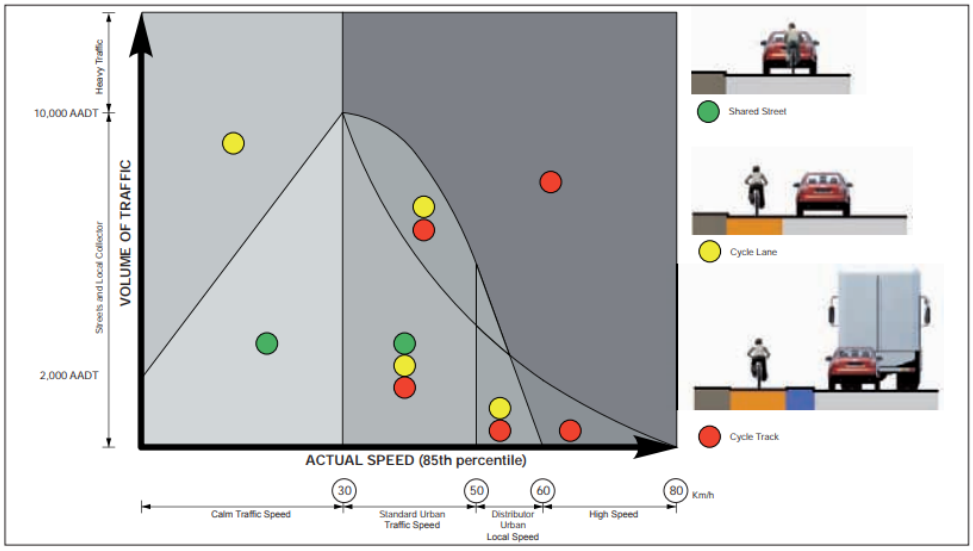
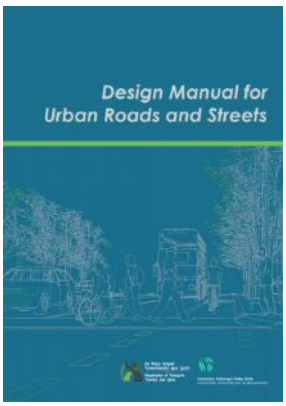


Figure 2-5: Guidance graph for determining type of cycle facility (Source: NCM)

2.6.7 The graph determines the type of facility necessary, whether the facility is shared, cycle lane or cycle track, based on vehicle speed and AADT of the road.

2.6.8 In terms of allocating cyclists within 'Cycle Friendly Roundabouts', the Dutch Design Manual for Bicycle Traffic "CROW", outlines that the maximum capacity for a single lane roundabout with segregated cycle paths is 25,000pcu within a 24 hour period.

2.7 DESIGN MANUAL FOR URBAN ROADS AND STREETS



2.7.1 DMURS provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

2.7.2 The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced and public transport made more accessible.

2.7.3 Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

2.7.4 The manual emphasises that narrow carriageways are one of the most effective design measures that calm traffic. Standard width of an arterial and link street is 3.25m, however, this may be reduced to 3m where lower design speeds are being applied. Desirable footpath widths are between 2m – 4m. The 2m width should be implemented to allow for low to moderate pedestrian activity. A 3m – 4m footpath should be implemented to allow for moderate to high pedestrian activity.

2.7.5 The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

2.8 DRAFT PRELIMINARY DESIGN GUIDANCE BOOKLET FOR BUSCONNECTS CORE BUS CORRIDORS (2020)

2.8.1 The Draft Preliminary Design Guidance Booklet for BusConnects has recently been produced to assist with the design of typical corridor scenarios and layouts.

2.8.2 The purpose of the booklet is to complement, and not supersede, existing guidance documents relating to the design of urban streets, bus facilities, cycle facilities and public realm.

2.8.3 The aim of the design booklet is to provide guidance for the various design teams involved in the CBC Project and ensure a consistent design approach across the project. The document focuses on the engineering geometry and CBC operation, whilst acknowledging that the design evolution will result in the rationalisation of junction and link layouts, presenting opportunities to increase the public realm footprint and improve the placemaking offering of the CBC network.

2.8.4 The booklet also recognises that the CBC project is being planned and designed within the context of an existing city, with known constraints. The document therefore provides guidance, however a more flexible approach to the design of CBCs, utilising engineering judgement, may be necessary in some locations due to these constraints. The optimum CBC cross section is shown in Figure 2-6.

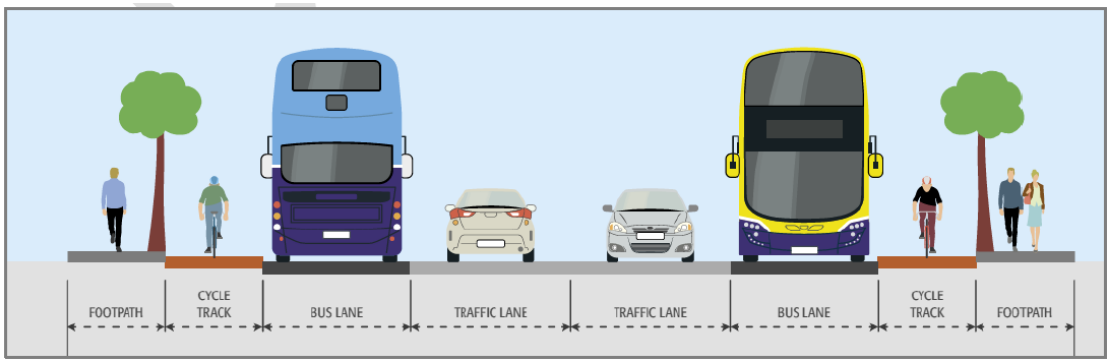


Figure 2-6: Optimum CBC Cross Section (Source: Preliminary Design Guidance Booklet)

2.8.5 With regards to junction design, the design booklet states that the preferred layout for signalised junctions within the CBC project is the protected 'Dutch-style' junction, shown in Figure 2-7, which provides physical kerb buildouts to protect cyclists through the junction.

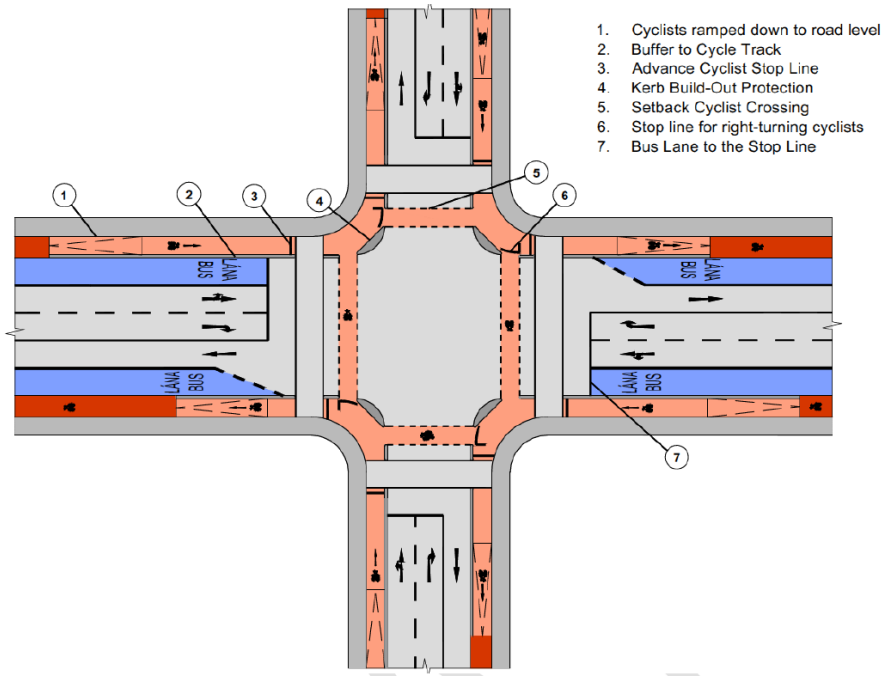


Figure 2-7: Dutch-Style Junction Design (Source: Preliminary Design Guidance Booklet)

2.8.6 The design guidance states that the preferred approach at 'Dutch-style' junctions is to continue the bus lane to the stop line to provide continuous bus priority. A number of variations to this layout to cater for left-turning vehicles, may be permitted based on site specific parameter (e.g. available spaces) and led by traffic modelling. Bus Priority Signals (or Pre-Signals) may also be considered in certain circumstances, being utilised on the approaches to junctions to give priority to buses and/or to gate general traffic at signals.

2.8.7 With regard to bus stops, Island Bus Stops, such as that illustrated in Figure 2-8 are the preferred bus stop option to be used as standard on the CBC project where space constraints allow.

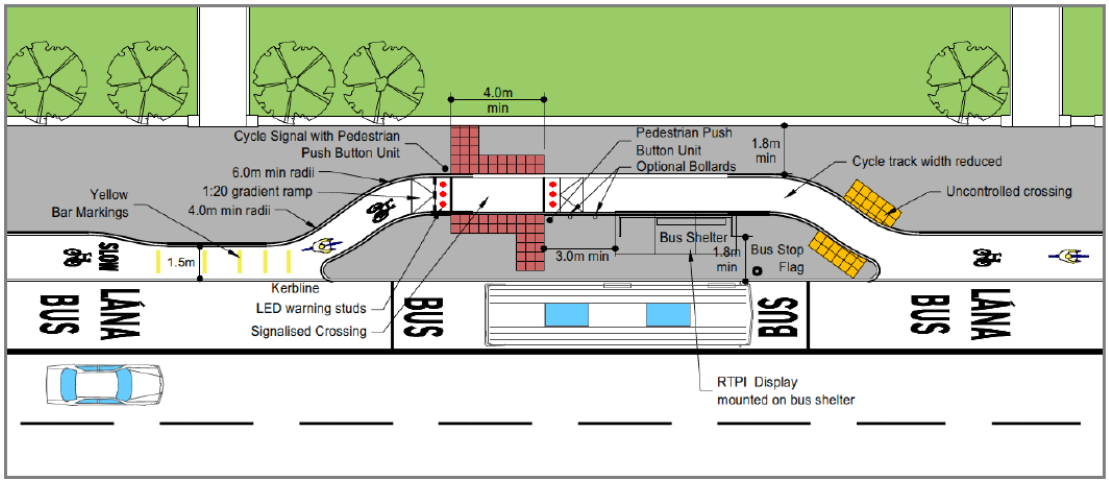


Figure 2-8: Island Bus Stop Arrangement (Source: Preliminary Design Guidance Booklet)

2.9 SAFE ROUTES TO SCHOOL DESIGN GUIDE

2.9.1 The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green Schools in 2020 as a response to the need to support schools to increase walking and cycling to school. There are three aims of the programme:

- Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

2.9.2 The document outlines the design methods to create safe walking and cycling links to various types of schools around Ireland. Each location presents new challenges, but there are basic fundamentals relevant to almost every location. There is a focus on a modal shift to active travel and public transport, as well as the discouragement of private car travel.

2.9.3 A sample of the design considerations, specifically the front of school/ school zones are:

- Space for pedestrians
- Safe places to cross
- Reduced traffic speeds
- Space for cyclists
- Discourage parking and set-down
- Distinctive but consistent visual identity
- Places to sit, play, and learn
- Landscaping and public realm improvements
- Separate access to school

2.10 TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2016-2035

2.10.1 The purpose of this strategy is 'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods.'

2.10.2 This transport strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA).

2.10.3 There is an onus on the Authority to take full account of current prevailing policies and plans made at central government level, in transport, planning and in other sectors as well as other regional level plans. On review of these policies, the following key messages have emerged:

- Transport must be a key consideration in land use planning;
- In the short term, funding for large scale transport projects will be limited;
- Addressing urban congestion is a priority;
- The capacity of the strategic road network must be protected;
- A significant reduction in the share of trips undertaken by car is required, particularly in relation to short trips and commuter trips;
- An associated increase in walking, cycling and public transport is also required;
- A safe cycling network, with extensive coverage in metropolitan Dublin and in other towns, is needed to cater for the increased use of cycling that is already occurring and to reduce the dominance of the private car in meeting travel needs;
- The enhancement of the pedestrian environment, including measures to overcome severance and to increase permeability, is a priority.

2.10.4 In terms of cycle infrastructure, the GDA cycle network plan propose to expand the urban cycle network to over 1,485km in length and will provide over 1,300km of new connections between towns in the rural areas of the GDA. Recognising the

need for a safe cycling network, it is intended that many of the key cycling route will be developed as segregated facilities, with cyclists separated from vehicular traffic through the use of kerb separators or by having the cycleway at a higher level than the road carriageway.

2.10.5 In terms of walking and issues raised relating to provision for pedestrians, it is intended to:

- Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams;
- Enhance pedestrian movement along the strategic pedestrian routes by widening footpaths where appropriate, providing better surfacing and by removing unnecessary poles, signs, street cabinets, advertising and other street clutter;
- Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian route and reduce the speed of turning traffic;
- Cooperate with other agencies in the enforcement of laws in relation to parking on footpaths;
- Ensure that permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.

2.11 DRAFT TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2022-2042

2.11.1 The Draft Greater Dublin Area Transport Strategy 2022-2042 has arisen from a review of the original 2016 strategy. The updated document *"sets out the framework for investment in transport infrastructure and services over the next twenty years".*

2.11.2 The overall aim of the Transport Strategy is *"To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the*

region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth".

2.11.3 Four primary objectives have been identified as part of the Draft Greater Dublin Area Transport Strategy 2022-2028. These are:

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

2.11.4 With regards to cycling, the Strategy acknowledges the growth in cycling in the Greater Dublin Area since the mid-2000s and the need to provide a coherent network of cycle facilities linking origins and destinations to cater for trips within communities. Measured for cycling outlined in the Strategy of particular relevance to this scheme include:

- **Measure CYC1 – GDA Cycle Network** It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.
- **Measure CYC2 – Cycle Infrastructure Design** It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service for all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.

2.11.5 In terms of walking, the Strategy highlights the importance of good quality pedestrian facilities while recognising that walking forms some part of most journeys. Plans to provide a better walking environment include:

- Improving footpaths to ensure they are of sufficient width, adequately lit, serve both sides of the road in most urban areas, have good quality surfacing and are free of unnecessary clutter.
- Improving junctions to reduce the distance pedestrians have to cross and the number of times they must stop and wait during a crossing.
- Optimising crossing times for pedestrians at signalised junctions.
- Installing additional pedestrian crossing points where requirements are identified.
- Expanding and improving wayfinding systems.

2.12 GDA CYCLE NETWORK PLAN – DECEMBER 2013

2.12.1 The GDA Cycle Network Plan is a document, prepared on behalf of the National Transport Authority, that identifies and determines a consistent, clear and logical cycle network within the Greater Dublin Area.

2.12.2 The plan aims to ensure that cycling as a transport mode is supported, enhanced and exploited in order to achieve strategic objectives and reach national goals. The steps undertaken within the plan include the following:

1. Collate existing and planned network information;
2. Undertake quality of service review;
3. Identify gaps in existing network;
4. Cycle travel demand assessment;
5. Develop cycle network plan;
6. Target quality of service for routes;
7. Develop design concepts.

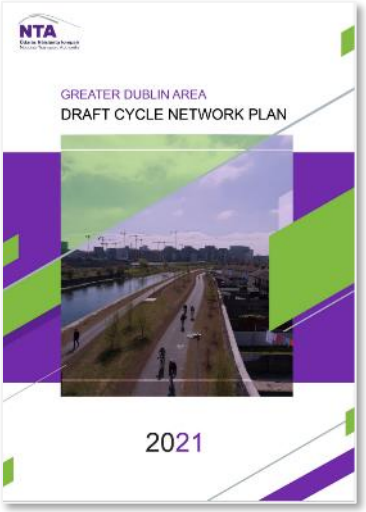
2.12.3 These seven steps proposed are in line with the National Cycle Manual methods for designing a Cycle Network.

2.12.4 The GDA Cycle Network map, shown in Figure 2-9, outlines the proposals for the Templeogue area, including the proposed scheme route. From the Spawell

Roundabout to the Templeville Roundabout along Wellington Lane and Wellington Road, it is proposed to provide a secondary cycle facility, Route 9C. This secondary route then diverts off the proposed scheme extents and routes along Rockfield Avenue, with Whitehall Road proposed to continue as a Feeder Route. Within the scheme extents, it is proposed to have a Greenway and a secondary cycle facility, Route 9D, along Limekiln Road. Orwell Road and Templeogue Woods are proposed to be a Feeder Route. There are no cycle proposals on Rossmore Road.

Figure 2-9: GDA Cycle Network Plan for Wellington Lane Walking & Cycling Scheme (Source: GDA Cycle Network Plan)

2.13 DRAFT GDA CYCLE NETWORK PLAN 2021



2.13.1 The Draft Greater Dublin Area Cycle Network Plan 2021 has arisen as an update to the original 2013 plan, with input from local authorities within the GDA.

2.13.2 While the original 2013 GDA Cycle Network Plan focuses on identifying the routes required to provide an adequate network for cyclists, the updated 2021 plan seeks to enhance and strengthen local accessibility and permeability.

2.13.3 As part of the updated Plan, four manageable goals have been identified to create and improved and inclusive cycle network. These goals are as follows:

- Increase participation;
- Improve safety and accessibility;
- Improve connectivity;
- Create a navigable and coherent network.

2.13.4 The Draft GDA Cycle Network map, shown in Figure 2-10, outlines the proposals for the Templeogue area, including the proposed scheme route. This shows that there is a proposed primary cycle route along the R137 that intersects our scheme through the Spawell Roundabout. From the Spawell Roundabout to the Templeville Roundabout, along Wellington Lane and Wellington Road, it is proposed to provide a secondary cycle facility.

2.13.5 Limekiln Road proposes a Secondary Cycle Route which extends to Limekiln Avenue from Wellington Road.

2.13.6 Rossmore Road and Whitehall Road are not proposed as cycle routes within the Draft GDA Cycle Network Plan.

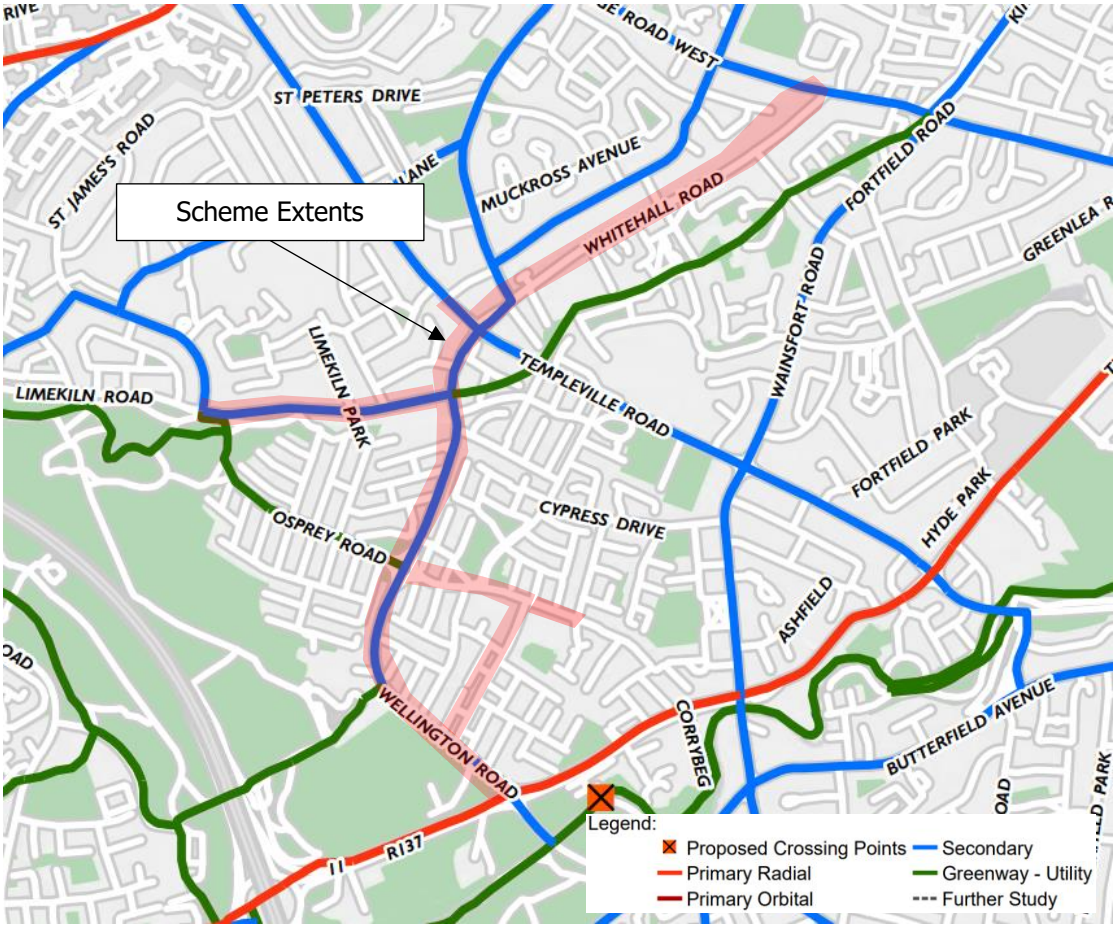


Figure 2-10: Draft 2021 GDA Cycle Network Plan for Wellington Lane Walking & Cycling Scheme (Source: Draft GDA Cycle Network Plan 2021)

2.14 BUS CONNECTS

2.14.1 BusConnects is an initiative launched by the National Transport Authority with the aim of overhauling the bus system in the Dublin Region. This initiative includes review of bus services, the definition of a core bus network which comprises radial, orbital and regional core bus corridors. It also includes enhancements to ticketing and fare systems as well as transition to a new low emission vehicle fleet.

2.14.2 This initiative in the short-term proposes to implement a redesign of the existing bus network. The fundamental changes to the network expected would be as follows:

- Increasing the overall amount of bus services.
  Providing new and frequent orbital services connecting more outer parts of the city together;

- Simplifying the bus services on the key radial into "spines" where all buses will operate under a common letter system and buses will run very frequently and be more evenly spaced;
- Increasing the number of routes where buses will come every 15 minutes or less all day;
- The frequent network would become a web-shaped grid, with many interchange opportunities to reach more destination. Everywhere that two frequent routes cross, a fast interchange is possible; and
- Additional service would be provided at peak hours to limit overcrowding.

2.14.3 Figure 2-11 illustrates bus service opportunities in the area and the type of service available for each route on a neutral weekday from the BusConnects redesign.

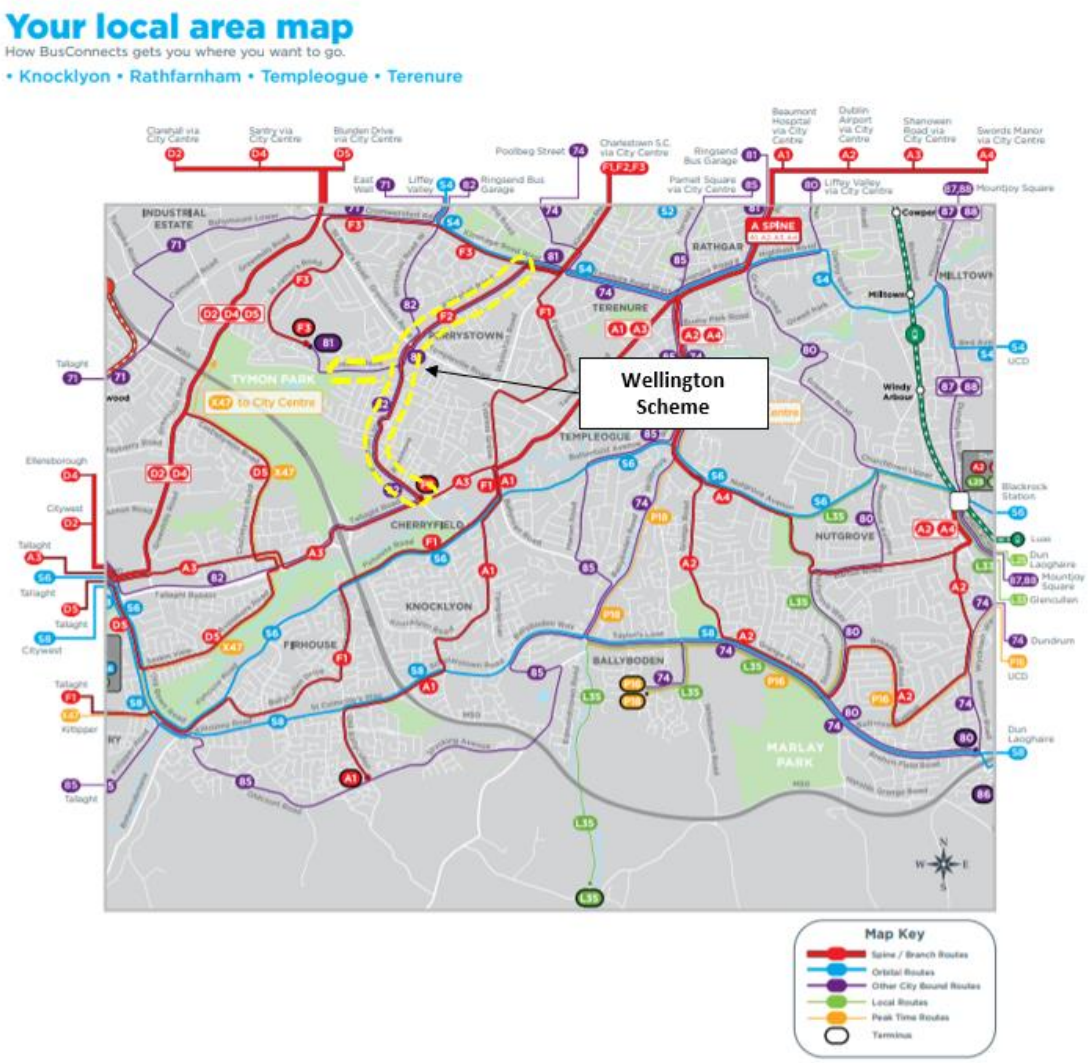


Figure 2-11: Proposed Bus Network (Source: www.busconnect.ie)

2.14.4 The proposed bus network along Wellington includes the Spine Route F2 which routes from Tallaght Road, along Wellington Lane, Wellington Road and Whitehall Road. This route will extend from Charlestown to the City Centre and buses will have a frequency of every 10 – 15 minutes. There are two radial bus routes that travel to the city centre, these are the 81 and 82 bus routes. The 81 bus will travel along Limekiln Road and proceed onto Wellington Road before travelling along Whitehall Road. The 82 bus will travel along Tallaght Road, Wellington Lane, Wellington Road and Whitehall Road West. The frequency for these bus routes will be every 20 minutes.

2.14.5 The Bus Network Redesign is the first step in a series of transformative changes to Dublin's bus network over the coming years. However, the next steps in this initiative is the improved infrastructural and operation of the proposed Bus network which includes:

- Building a network of "next generation" bus corridors on the busiest bus lines to make bus journeys faster, predictable and reliable;
- Developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- Implementing a cashless payment system to vastly speed up passenger boarding times;
- A simpler fare structure, allowing seamless movement between different bus services without financial penalty;
- New bus stops with better signage and information and increasing the provision of additional bus shelters; and
- Transitioning to a new bus fleet using low-emission vehicle technologies.

2.14.6 Figure 2-12 illustrates the bus radial and orbital infrastructural corridors to be implemented as part of the BusConnects initiative. The subject area lies in close proximity to No. 10 radial Core Bus Corridor (CBC) of Tallaght to Terenure.

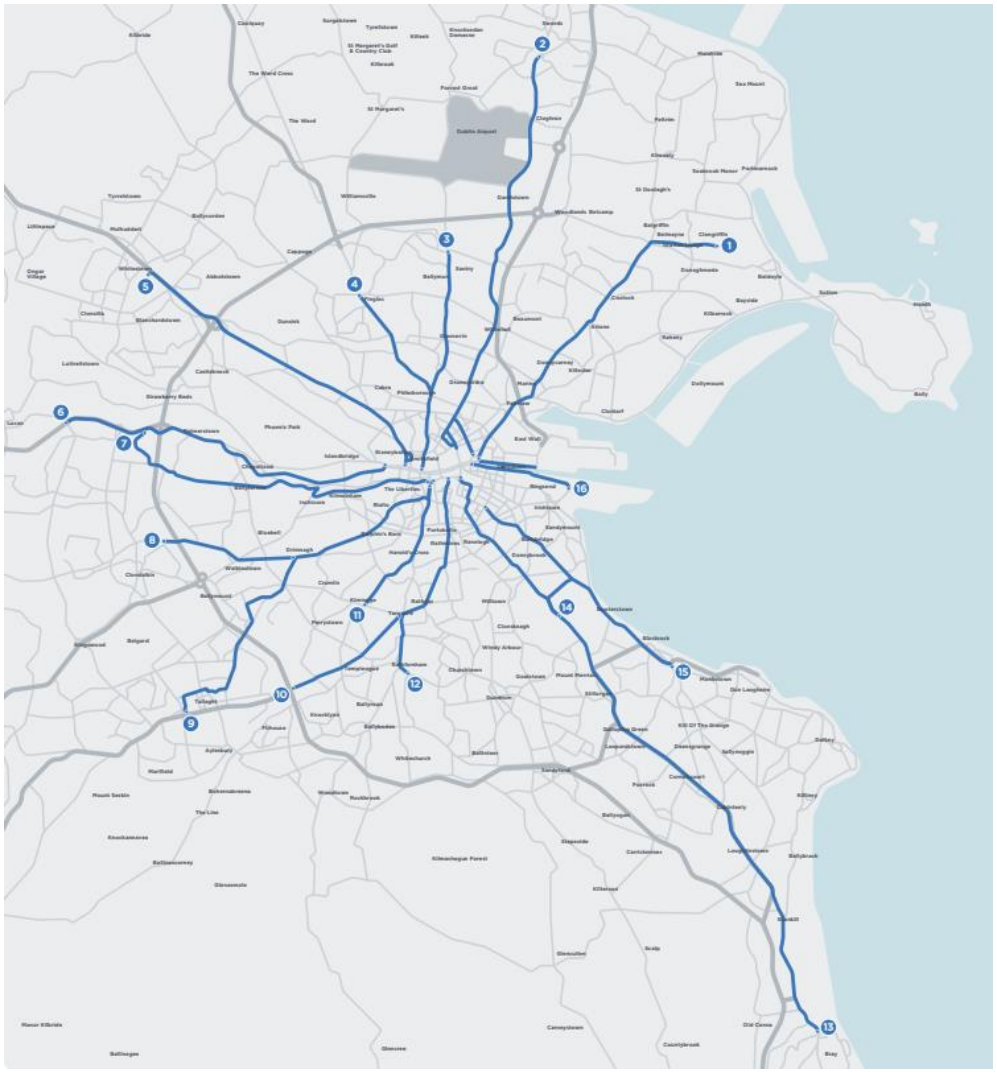


Figure 2-12: BusConnects Radial Bus Corridor

2.14.7 The subject site will benefit from enhanced levels of accessibility and mobility offered by NTA Bus Connects proposals. Bus Connects will also offer improved cycle and walking facilities in addition to the efficient and high frequency bus service and connectivity. Figure 2-13 illustrates Spawell Roundabout section of the proposed BusConnects Core Bus Corridor (No. 10) which proposes to remove the existing roundabout and provide a signal controlled junction which includes improved cycle and pedestrian facilities. The Wellington Lane Walking & Cycling Scheme has been designed to tie in with the existing infrastructure and also the future BusConnects proposals.

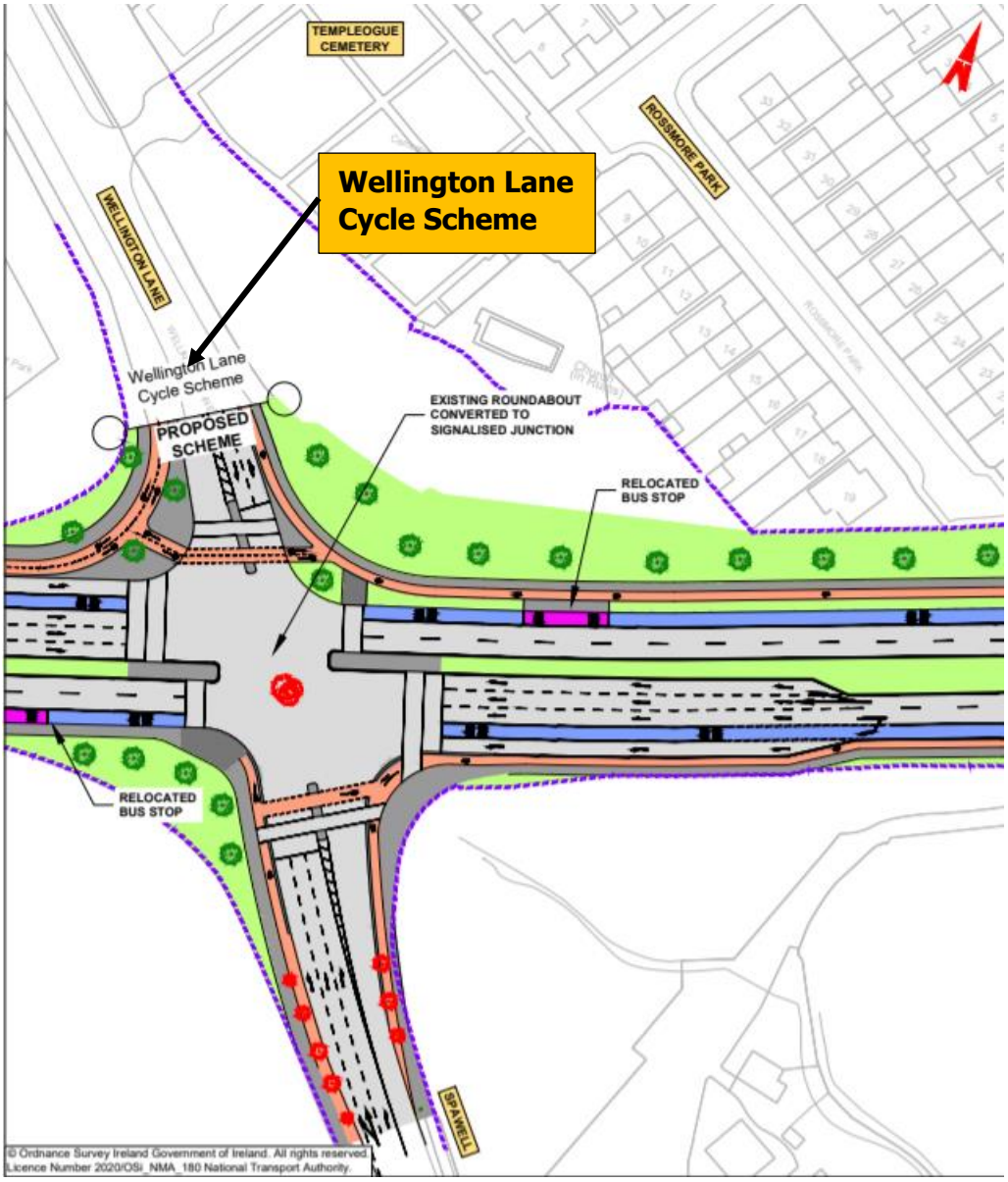


Figure 2-13: BusConnects Core Bus Corridor (No. 10) R137 Templeogue Road (Source: Map 3- Preferred Route)

2.15 SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN – 2022 – 2028

2.15.1 The Draft South Dublin County Development Plan 2022 – 2028 covers the administrative area of South Dublin County. The plan sets out an overall strategy for the proper planning and sustainable development of the County. The policies and objectives include overarching considerations such as quality of life, sustainability and health and wellbeing.

2.15.2 The Transport Strategy for South Dublin County seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County, while promoting change, in favour of sustainable modes. The strategy addresses all types of traffic including pedestrian, cyclist, public transport, private vehicle and economic through traffic.

2.15.3 With regard to transport, specifically walking and cycling, the development plan has the following objectives:

- SM2 Objective 2: 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;
- SM2 Objective 3: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas;
- SM2 Objective 4: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers;

- SM2 Objective 5: To ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets so that the movement of pedestrians and cyclists is prioritised within a safe and comfortable environment for a wide range of ages, abilities and journey types.
- SM2 Objective 6: To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained in the National Cycle Manual or any updated guidance and to promote off-road cycle infrastructure where feasible, subject to any design having regard to environmental sensitivities.
- SM2 Objective 7: To promote walking and cycling for school trips by implementing the following measures:
    - Identifying school sites that are as close as possible to the communities they serve;
    - Ensuring that multiple access points are provided to school sites for pedestrians and cyclists;
    - Ensuring that adequate and secure bicycle storage is provided within schools;
    - Promoting initiatives such as the Green Schools and Schools Streets projects;
    - Prioritising school routes for permeability projects and provision and enhancement of pedestrian and cycle ways; and
    - Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools.

2.16 CYCLE SOUTH DUBLIN

2.16.1 Cycle South Dublin was approved by South Dublin County Council in 2016 and sets out a program of works for 260km of new and improved cycle lanes across the county.

2.16.2 The mission of the Cycle South Dublin program is *"to provide people of all ages and abilities with a well-connected, well designed, and safe cycle network that offers people a credible alternative to using the car".* This mission is combined with three key objectives to form the motivation for the plan:

- To provide a comprehensive and connected cycle network across South Dublin;
- To make cycling a more achievable mode of transport for all adults and children;
- To improve the cycling identity of the county.

2.16.3 Under the Cycle South Dublin plan, the section of the subject scheme along Wellington Lane / Wellington Road / Whitehall Road is designated as a 'NOW Scheme' with the aim to progress the project within the next two years. The extents of the scheme without the Cycle South Dublin document are presented in Figure 2-14.

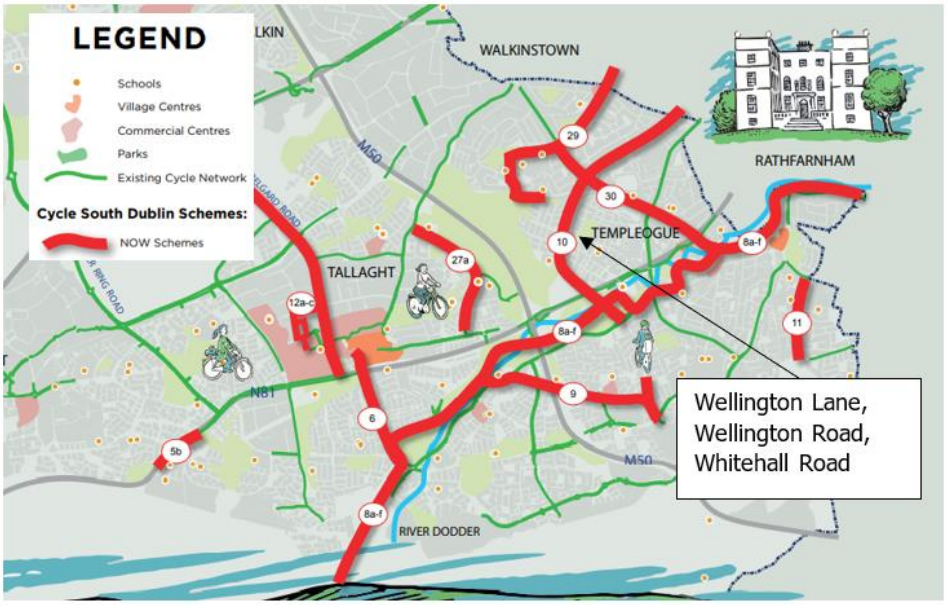


Figure 2-14: Extract of Cycle South Dublin NOW Schemes (Source: Cycle South Dublin)

3.0 EXISTING CONDITIONS

3.1 EXISTING ROADS

3.1.1 Shown below in Figure 3-1 is the overall roads layout for the proposed scheme route. The study area has been separated into six sections for discussion as follows:

- Section 1: Spawell Roundabout to Orwell Roundabout
- Section 2: Orwell Roundabout to Templeville Roundabout
- Section 3: Templeville Roundabout to Kimmage Road West
- Section 4: Rossmore Road & Orwell Road
- Section 5: Limekiln Road
- Section 6: Templeogue Woods

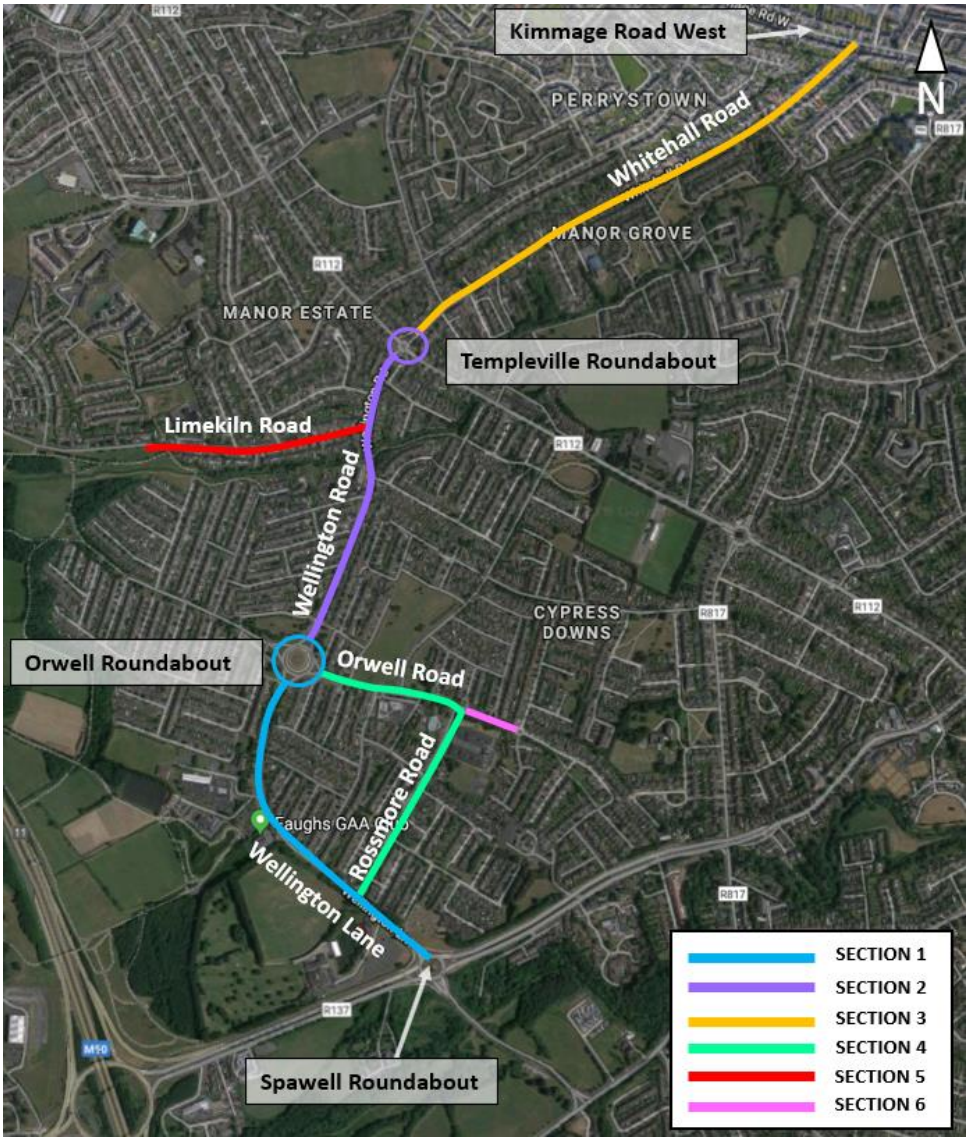


Figure 3-1: Road Layout in Proximity of Scheme Area

3.1.2 It is noted that Section 1 and Section 2 within the study area have had temporary pedestrian and cycle measures implemented as part of SDCC's Covid-19 Safety Response. These measures are detailed below.

SECTION 1– Wellington Lane to Orwell Roundabout

Figure 3-2: Section 1 – Spawell Roundabout to Orwell Roundabout (Source: Google Maps)

Road Network

3.1.3 This section of the route, approximately 900m in length, shown in Figure 3-2, extends along Wellington Lane from west of the Spawell Roundabout to the Orwell Roundabout. Prior to the Covid-19 pandemic response measures, the road carriageway in this section was wide, between approximately 9m – 10m, as shown below in Figure 3-3. The road carriageway has one traffic lane in each direction.

Figure 3-3: Wellington Lane road carriageway on approach to Orwell Roundabout

3.1.4 It is noted that with the implementation of the temporary cycle lanes along Wellington Lane as part of the Covid-19 pandemic response, the road carriageway has been reduced significantly, as illustrated in Figure 3-4.

Figure 3-4: Current Wellington Lane Road carriageway layout on approach to Orwell Roundabout

3.1.5 The Orwell Roundabout is a large 4 arm priority roundabout with two lane approaches originally allocated on all arms. It is noted that all approach arms have been reduced to one lane and additional pedestrian crossings have been installed at the roundabout as part of the Covid-19 pandemic response to provide

improved safety for all road users. The circulatory carriageway is wide through the roundabout and can operate as a two-lane circulatory. This wide circulatory carriageway encourages higher vehicular speeds.

Cycle Facilities

3.1.6 In terms of permanent facilities, there is a one-way off-road cycle track on the northern side of the road travelling southbound on approach to the Spawell Roundabout, as shown in Figure 3-5. This facility extends back from the Spawell Roundabout for approximately 145m along Wellington Lane.

Figure 3-5: One way off road cycle track on approach to Spawell Roundabout

3.1.7 Temporary cycle measures have been implemented along this section in 2020 as part of the Covid-19 Pandemic response, these include protected on road cycle lanes as well as crossing facilities through the Orwell Roundabout, as shown in Figure 3-6.

Figure 3-6: Current protected on road cycle lanes on approach to Orwell Roundabout

Pedestrian Facilities

3.1.8 Footpaths are provided on both sides of Wellington Lane in this section. These are narrow for the majority of this section and appear to be below the minimum standard width of 1.8m as shown in the image in Figure 3-7.

Figure 3-7: Narrow Footpath along Wellington Lane in Vicinity of Faugh's GAA Club

3.1.9 Footpaths are provided on all arms of the Orwell Roundabout. These are narrow and appear to be below the standard minimum width of 1.8m. Crossings are

provided on all arms of the roundabout, however, these appear to be off the desire line for pedestrians, as shown in Figure 3-8.

3.1.10 As shown in Figure 3-8, two of the crossings on the northern and southern arms are signalised pedestrian crossings with the crossings on the east and west arms of the roundabout originally allocated as priority crossings. It is noted that zebra crossings have been implemented on the east and west arms of the roundabout as part of the Covid-19 pandemic response measures to improve safety through this roundabout.

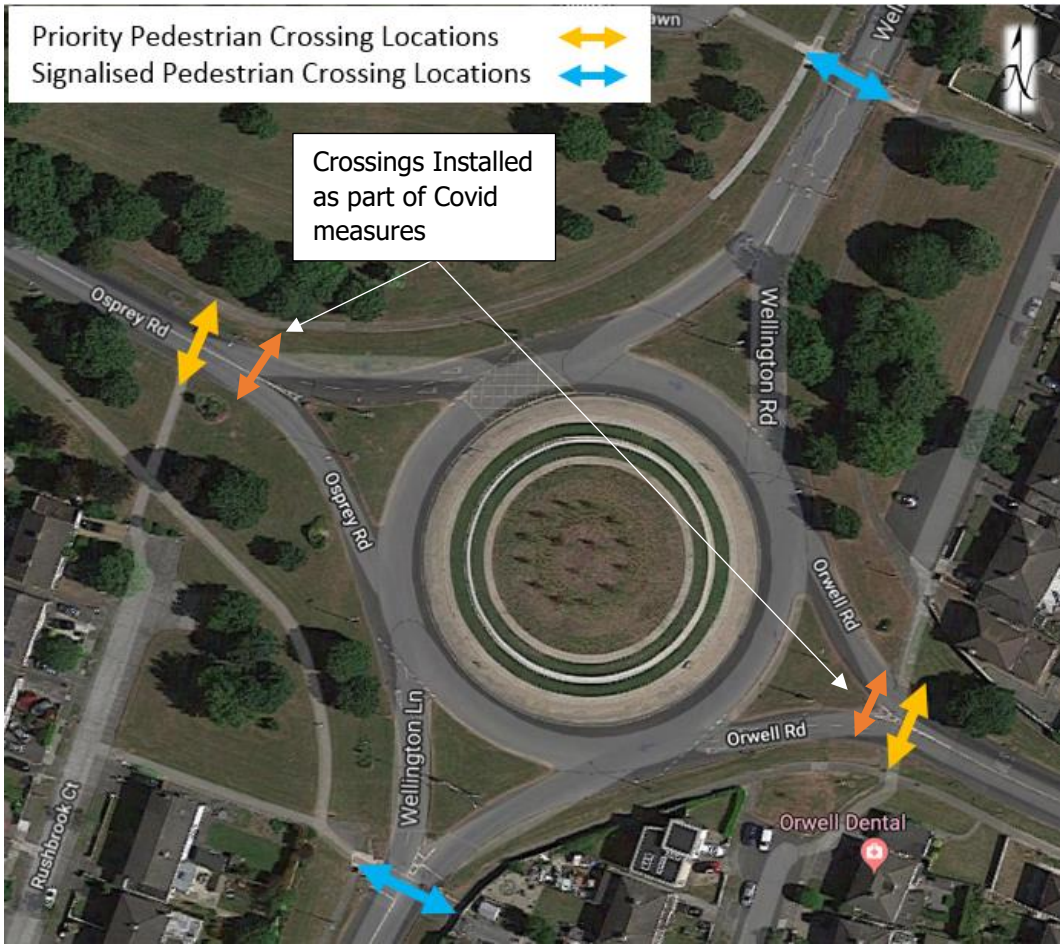


Figure 3-8: Position of pedestrian crossings at Orwell Roundabout (Source: Google Maps)

3.1.11 A total of five signalised pedestrian crossings are provided along the length of this section with one of these located in the proximity of St. Mac Dara's School.

SECTION 2 – Orwell Roundabout to Templeville Roundabout

Figure 3-9: Section 2 – Orwell Roundabout to Templeville Roundabout (Source: Google Maps)

Road Network

3.1.12 This section of the route, approximately 730m in length, shown in Figure 3-9, extends from the Orwell Roundabout to the Templeville Roundabout. Prior to the implementation of the Covid-19 pandemic response measures, the Wellington Road carriageway was wide, approximately 9m – 10m with one traffic lane in both directions, as shown below in Figure 3-10.

Figure 3-10: Wellington Road Carriageway

3.1.13 As part of the Covid-19 response measures, on road cycle lanes (protected with bollards) were implemented along Wellington Road which extend from the Orwell Roundabout to the Templeville Roundabout. The road carriageway along this section has therefore been reduced as a result, as shown in the image in Figure 3-11.

Figure 3-11: Temporary cycle lanes along Wellington Road

3.1.14 The Templeville Roundabout is a small 4 arm priority roundabout with an inscribed circular diameter of approximately 30m and originally had two lane approaches

on three of the four arms with the Wellington Road north east arm operating with a one lane approach. It is noted that approach lanes were reduced to one lane on all arms of the roundabout with the implementation of the Covid-19 pandemic response measures to improve safety through this roundabout.

Cycle Facilities

3.1.15 Prior to the implementation of the temporary measures, there were no permanent dedicated cycle facilities provided along Wellington Road in this section. There was also a narrow cycle lane provided around the Templeville Roundabout as shown in the photo in Figure 3-12.

Figure 3-12: Cycle Lane at the Templeville Roundabout

3.1.16 With the introduction of the temporary cycle measures, which were installed in 2020 as part of the Covid-19 Pandemic response, the Templeville Roundabout has been altered to provide better protection for cyclists travelling through the roundabout. The temporary measures at the roundabout are illustrated in Figure 3-13.

Figure 3-13: Temporary cycle measures at Templeville Roundabout

Pedestrian Facilities

3.1.17 Footpaths, 1.5m in width, are provided on both sides of the Wellington Road for the length of this section.

3.1.18 There are a total of two signalised pedestrian crossings located along this section. The first crossing is a signalised pedestrian crossing along Wellington Road at the Glendown residential estate. The second crossing is at the Wellington Road/Limekiln Road signalised junction where a pedestrian crossing facility is provided on the minor arm (Limekiln Road) of the junction.

3.1.19 In terms of permanent facilities at the Templeville Roundabout, footpaths are provided on all arms of the roundabout with priority crossings originally provided. These crossings did not have tactile paving and did not meet basic accessibility standards. It is noted, however, that temporary zebra crossings have been provided on all arms of the Templeville Roundabout as part of the Covid-19 pandemic response to improve safety measures through this roundabout.

Figure 3-14: Temporary zebra crossings at Templeville Roundabout (Source: Google Maps)

SECTION 3 – Templeville Roundabout to Kimmage Road West

Figure 3-15: Section 3 – Templeville Roundabout to Kimmage Road West (Source: Google Maps)

Road Network

3.1.20 This section of the route extends from the Templeville Roundabout to the junction of Whitehall Road/Kimmage Road West along the Whitehall Road. The road carriageway width varies along this length of section, however, in general, it is narrower than previous sections of the route at approximately 7m-9m in width.

3.1.21 This section includes a local shops area located along Whitehall Road, north of the Templeville Roundabout. This area is narrow in width, approximately 7 – 8m. There are a number of perpendicular car parking spaces located outside the shops along Whitehall Road. Some of these spaces protrude out onto the footpath and block pedestrian routes.

3.1.22 Whitehall Road has one traffic lane in both directions as shown in the photo in Figure 3-16. It was noted during site visits that a number of vehicles park on road along the kerbs in this section, reducing the effective width of the road carriageway.

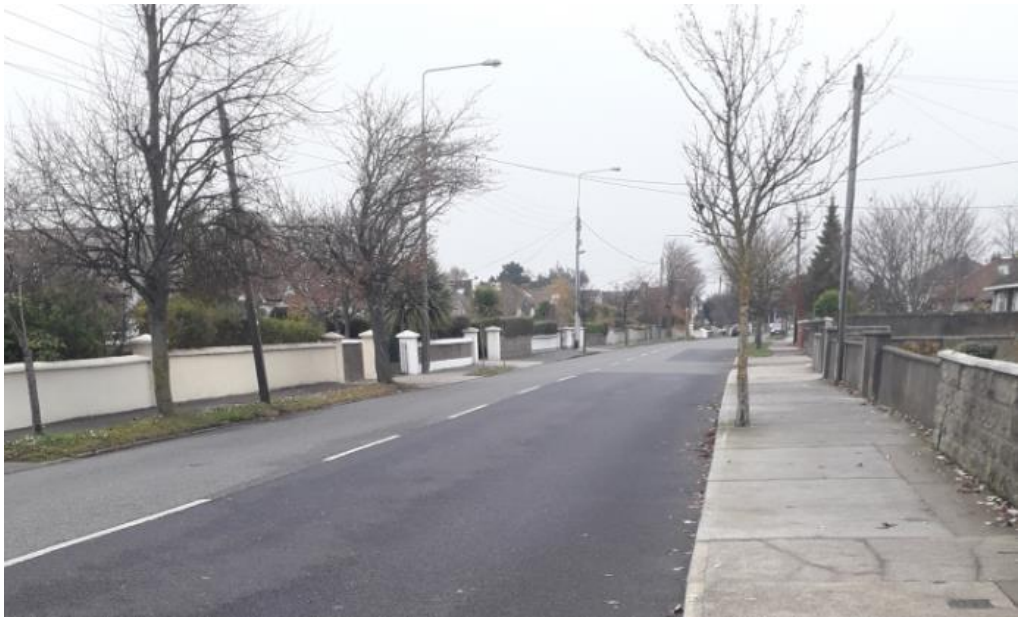


Figure 3-16: Whitehall Road Carriageway

Cycle Facilities

3.1.23 There are no existing dedicated cycle facilities along this section of the route and cyclists are required to cycle on road with vehicular traffic.

Pedestrian Facilities

3.1.24 Footpaths are provided along both sides of Whitehall Road. These vary in width along this section, however, are generally between 1.7m – 3m in width. There are a number of trees planted within the footpath along this section. The position of these trees reduces the effective width of the footpath. The condition of the footpaths vary in this section with the footpaths close to the junction of Whitehall Road/Kimmage Road West in poor condition, in particular, on the southern side of the road.

3.1.25 There are a total of three signalised pedestrian crossings provided in this section. There is a signalised crossing provided at the local shops area and signalised pedestrian crossings provided at the Whitehall Road/Rockfield Drive junction as well as the Whitehall Road/Kimmage Road West junction.

SECTION 4– Rossmore Road & Orwell Road

Figure 3-17: Section 4 – Rossmore Road & Orwell Road (Source: Google Maps)

Road Network

3.1.26 This section of the route extends along Rossmore Road, from the junction with Wellington Lane to the junction with Orwell Road. This section then continues along the Orwell Road and terminates at the Orwell Roundabout.

3.1.27 Rossmore Road has a wide road carriageway, approximately 9m in width. There are footpaths located on both sides of the road as well as narrow grass verges with trees along this section of road, as shown below in Figure 3-18 . The road itself is residential in nature with low traffic volumes. The Bishop Galvin and Bishop Shanahan National Schools are located to the northern end of Rossmore Road.

3.1.28 Dublin Bus operate the number 150 bus route along Rossmore Road.

Figure 3-18: Existing Road Carriageway at Rossmore Road

3.1.29 Orwell Road, shown in Figure 3-19, has a wide road reserve with a road carriageway width of approximately 9m as well a footpath on both sides of the road and wide grass verges with trees lining the road.

3.1.30 Dublin Bus operate the 150 bus route along this section of road.

3.1.31 A number of local shops and amenities are located along Orwell Road including a Super Valu, pharmacy and doctors surgery.

Figure 3-19: Existing Road Carriageway at Orwell Road

Cycle Facilities

3.1.32 At present, there are no cycle facilities located along Rossmore Road or Orwell Road.

Pedestrian Facilities

3.1.33 Rossmore Road has footpaths located on both sides of the street. These are approximately 1.8m in width on both sides. A signalised pedestrian crossing is located at the northern end of Rossmore Road, outside the existing schools.

3.1.34 Orwell Road has a footpath located on both sides of the road. These vary width but are between 1.7m and 2m throughout this section. Signalised pedestrian crossings are located on all arms of the Orwell Road/Glendown Avenue signal-controlled junction.

SECTION 5 – Limekiln Road

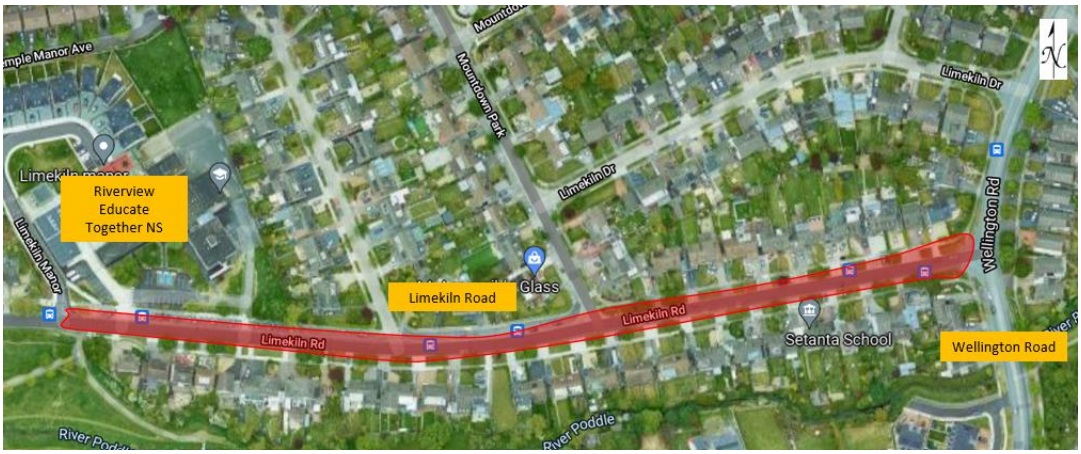


Figure 3-20: Section 5 – Limekiln Road

Road Network

3.1.35 This section of the route extends along Limekiln Road, from the junction with Wellington Road, terminating at the Limekiln Manor road junction. The road carriageway is approximately 7m in width. The road carriageway is lined with large grass verges and footpath on both sides of the road.

3.1.36 The Riverview Educate Together National School is located towards the western end of Limekiln Road. This section has on street car parking currently located outside the school.

3.1.37 Dublin Bus currently operate route number 15A along Limekiln Road.

Figure 3-21: Limekiln Road (Source: Google Maps)

Cycle Facilities

3.1.38 At present, there are no cycle facilities located along Limekiln Road.

Pedestrian Facilities

3.1.39 Footpaths are located on both sides of the street. These vary in width but are between 1.6m and 1.8m. There are large grass verges located on both sides of the street with trees lining the road.

3.1.40 A signal-controlled pedestrian crossing is located to the west of the school. This accommodates school children crossing as well as access to and from the Tymon Park in this location.

SECTION 6 – Templeogue Woods

Figure 3-22: Section 6 – Templeogue Woods

Road Network

3.1.41 This section of the route extends along Templeogue Woods, from the junction with Rossmore Road, terminating at the Domville Road Roundabout. The road carriageway is approximately 9m in width. The road carriageway is lined with large grass verges with trees and footpaths on both sides of the road.

3.1.42 The Bishop Galvin and Bishop Shanahan National Schools are located in close proximity to Templeogue Woods with two access points from Templeogue Woods to the Bishop Galvin school.

Figure 3-23: Templeogue Woods (Source: Google Maps)

Cycle Facilities

3.1.43 At present, there are no cycle facilities located along Templeogue Woods.

Pedestrian Facilities

3.1.44 Footpaths are located on both sides of the street. These vary in width but are between 1.6m and 1.8m. There are large grass verges located on both sides of the street with trees lining the road.

3.2 TRAFFIC SURVEYS

3.2.1 Traffic surveys were commissioned in December 2018 in order to inform the option development of the scheme. Further traffic surveys were commissioned in May 2019 and May 2021. The May 2019 surveys were carried out in order to gain a further understanding of the traffic patterns as well as the pedestrian and cycle patterns through the study area. The May 2021 surveys were conducted during the trial period for temporary cycle and pedestrian measures that were introduced along the Wellington route and through the Orwell Roundabout and Templeville Roundabout at the end of 2020/beginning of 2021. These were carried out in order to understand any changes in traffic patterns through the roundabouts as a result of the pandemic and also the impact that the temporary scheme design had on the traffic network. These surveys included the following:

- Junction Turning Counts (2018, 2019 and 2021)
- Automated Traffic Counts (2018 and 2019)
- Queue Length Surveys (2018)
- Parking Surveys (2018)
- Drone Survey (2018)
- Pedestrian and Cycle Origin – Destination Counts (2019)

3.2.2 The results of these surveys are detailed within an Options Report that was undertaken as part of this scheme design. This has been included and is displayed as part of this Part 8 Consultation.

3.2.3 The surveys carried out in May 2019 indicated that, overall, the traffic volumes were comparable with the traffic volumes surveyed in December 2018 while the May 2021 surveys showed that there was an overall reduction of vehicle volumes which is assumed to be a reflection of the COVID-19 pandemic traffic flow patterns.

3.2.4 Table 3-1 below provides a comparison of the AADT at the Orwell and Templeville Roundabouts between May 2021, when there were still travel restrictions in place, and Pre Covid-19 in May 2019 and December 2018.

Junction	AADT		
	December 6th 2018	May 2nd, 2019	May 11th 2021
Orwell Roundabout	22,547	20,921	18,070
Templeville Roundabout	32,477	30,312	23,679

Table 3-1: AADT Comparison (December 2018, May 2019 and May 2021)

4.0 PUBLIC CONSULTATION

4.1 INTRODUCTION

4.1.1 The design development of this scheme has been heavily informed by ongoing consultation with key stakeholders, including members of the public residing in close proximity to the scheme, public groups including residents associations and relevant cycle groups, a number of schools within the area, the National Transport Authority (NTA) as well as South Dublin County Council (SDCC). A number of consultation events have taken place since the scheme began in order to gain feedback and information on local knowledge to inform the scheme option development, design and extent of scope.

4.2 DEVELOPMENT WORKSHOP (November 2019)

4.2.1 In order to inform the options development and preliminary design of the scheme route, a Discussion Based Development Workshop was undertaken in November 2019. A number of local representatives and interest groups attended the event and provided opinions and discussions on the constraints and opportunities along the scheme route.

4.2.2 Connect the Dots, in conjunction with DBFL, SDCC and the NTA managed the workshop. The outcome from this workshop informed the option development and design of the scheme route.

Figure 4-1: Discussed Based Development Workshop – November 2019

4.3 SCHOOL WORKSHOPS

The Process

4.3.1 Two School workshops were held in late October 2019 and early November 2019 with 60 transition year students in total taking part across two workshops in Templeogue College and Mac Dara's Secondary schools. These were approximately 1 hour long sessions per group and featured a brief presentation followed by worksheets designed by Connect the Dots. Connect the Dots, DBFL and South Dublin County Council attended these workshops to answer any questions that the students had. The worksheets were designed to elicit responses on the route itself around the barriers, challenges ideas and opportunities present from their perspective.

St. Mac Dara's School Workshop Findings

4.3.2 The students at Mac Dara's Secondary school took part in the workshop and the main issues that they raised can be summarised as follows:

- The area directly outside St Mac Dara's is highly congested with vehicles during drop off and pick up times;
- It is very hard to cross at some parts of the road;
- The traffic lights should go quicker so that it is easier for people to cross;
- The roads and pathways are currently in really bad shape and are dangerous;
- There should be more cycle lanes and bus lanes;
- Vehicles on the route to school are usually speeding and many of them go through red lights;
- The cycle lanes have to be expanded and protected;
- Crossings are placed in inconvenient spots;
- There should be a crossing opportunity at the roundabout.

Templeogue College Workshop Findings

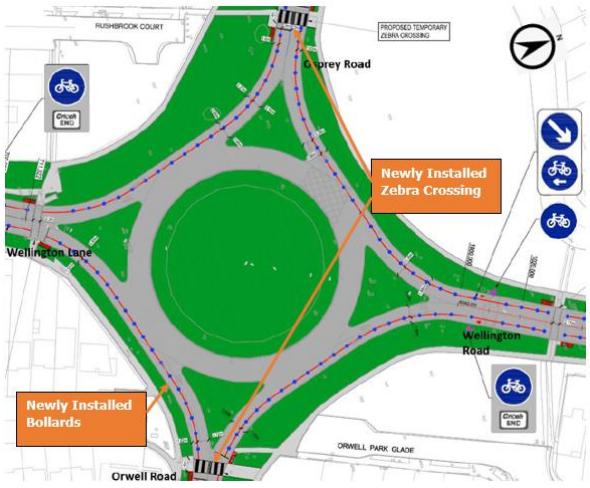
4.3.3 The students at Templeogue College took part in the workshop and the main issues that they raised can be summarised as follows:

- Junctions were highlighted as being the most common danger to cyclists and pedestrians;
- Templeville Roundabout is the most common obstacle, with some avoiding it and others not allowed to cycle as a result of it;

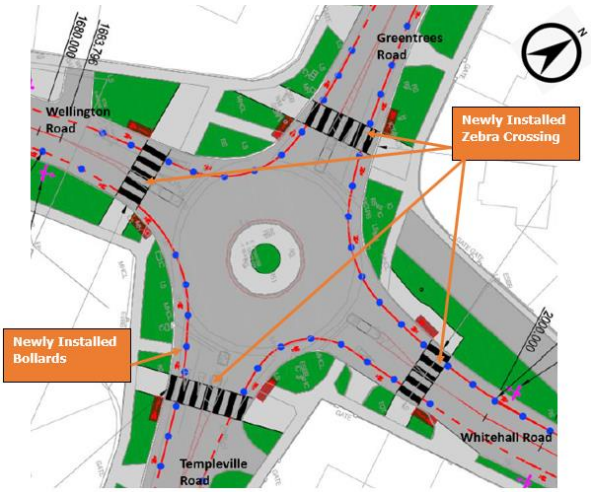
- The Grosvenor Court/Templeville Road junction was flagged by several cyclists;
- There needs to be bigger cycle lanes or a divider because you are unable to pass unless you go into the main road;
- The roads and pathways are currently in really bad shape and are dangerous;
- There are points that are very dangerous to cross and safer crossings are needed;
- They do not feel safe cycling next to vehicles because they feel as if they are going to get hit.

4.4 COVID 19 EMERGENCY RESPONSE PROPOSALS & TRIAL

4.4.1 As noted in Section 3 of this report, temporary improvement measures have been introduced through the Wellington Lane and Wellington Road area as part of the COVID-19 cycle safety response. These included providing on road cycle lanes that are protected with bollards. Temporary improvement measures have also been implemented at the Orwell Roundabout and Templeville Roundabout, as illustrated below in Figure 4-2. These improvement measures included providing pedestrian crossings in the form of zebra crossings on all arms of the roundabouts as well as dedicated space for cyclists within the road carriageway that was separated via bollards. These bollards guide cyclists through the roundabout and up to the zebra crossings on each arm.



Temporary Improvements at Orwell Roundabout



Temporary Improvements at Templeville Roundabout

Figure 4-2: Measures Trialled at Orwell Roundabout and Templeville Roundabout

4.4.2 The improvement measures implemented at the two roundabouts were introduced on a trial basis. The measures were introduced for a period of 6 months and were installed in November 2020 with the trial being ended in April 2021. The temporary measures are still in place along the scheme.

4.4.3 Feedback from the public was sought pre-trial, during trial and post construction of the trial measures. A total of 2,248 Feedback responses were received.

4.4.4 In addition to the above, Behaviour & Attitude (B&A) research consultants were commissioned to undertake user satisfaction surveys on site. B&A conducted the survey from the 15th – 30th May 2021 and interviewed 203 adults who were walking/cycling along wellington lane, of which 101 were pedestrians and 102 cyclists. The purpose of this research was to understand attitudes towards changes made to Wellington Lane, more specifically the introduction of temporary protected cycle lanes and pedestrian crossings on and around the Orwell and Templeville Roundabouts.

4.4.5 Full results of the trial and feedback are detailed within the Options Report undertaken as part of this scheme design, which is displayed as part of this Part 8 Consultation. A short summary of the results are outlined below.

4.4.6 The public indicated that they welcome improvement measures along this route for all road users, in particular, at the two key roundabouts Orwell and Templeville.

4.4.7 The main concerns, however, were with regard to the zebra crossings, the bollards and the confusing layout at the roundabouts. It was expressed by both cyclists and pedestrians that vehicles were failing to stop and give way at the zebra crossings, in particular, at the Templeville Roundabout. Some cyclists and motorists were concerned with the bollards along the cycle lanes and expressed issues with the road carriageway being too narrow. Finally, some motorists and cyclists had concerns about the confusing layout at the roundabouts, they felt that there might be a need for some form of education on how each mode of travel should route through the roundabouts.

4.4.8 The surveys, overall, were very beneficial as they provided a clear picture of pre-changes and post-trial measures from a user perspective. The feedback and suggested improvements have been taken forward and considered during the permanent design of the scheme.

4.5 NON-STATUTORY CONSULTATION (DECEMBER 2021 – JANUARY 2022)

4.5.1 Following the initial pre-design consultation and trialling of measures as set out above, a further round of non-statutory consultation was held to invite feedback on the emerging preferred design. This gave relevant stakeholders and interested parties the opportunity to review documents and drawings relevant to the scheme and provide feedback on these for further consideration by the council and design team. The Non – Statutory Consultation commenced on the 14th of December 2021. The consultation ran for a 7 week period and closed on the 31st of January 2022.

4.5.2 A total of 84 submissions were received relating to the design of the scheme. These consisted mainly of residents living along and within close proximity of the route. There were also submissions received from the various residents associations within Templeogue including Willington, Osprey, Rushbrook and Kennington (WORK), Recorder and Orwell Park Residents Association (OPTRA). Submissions were also received from the Dublin Cycling Campaign, St Jude's GAA as well as the D12 Bike Bus group. Elected representatives also made a submission in relation to the scheme.

4.5.3 Upon receiving the submissions, they were filed and referenced according to the name of the resident/submission. Following this, the submissions were read and the issues raised were recorded. Each submission was given a reference number with names and addresses removed for privacy of information.

4.5.4 A Non-Statutory Consultation Submissions Report was produced as part of this consultation process which outlines in detail the comments/issues raised as well as the responses provided by the design team. This report is displayed as part of documentation supporting this planning submission with a summary of the results outlined below.

Submissions Received

4.5.5 There were a number of comments/concerns raised in relation to the scheme. These comments were reviewed in detail by the design team and were categorised into general themes. The main themes that emerged from the submissions were the following:

- Safety/Traffic Capacity;

- Cycle Facility Design;
- Whitehall Road;
- Bus Stop Improvements;
- Junction Operation;
- Tree Retention;
- Parking; and
- Other

4.5.6 The number of submissions received under each theme is presented in the bar chart in Figure 4-3 below.

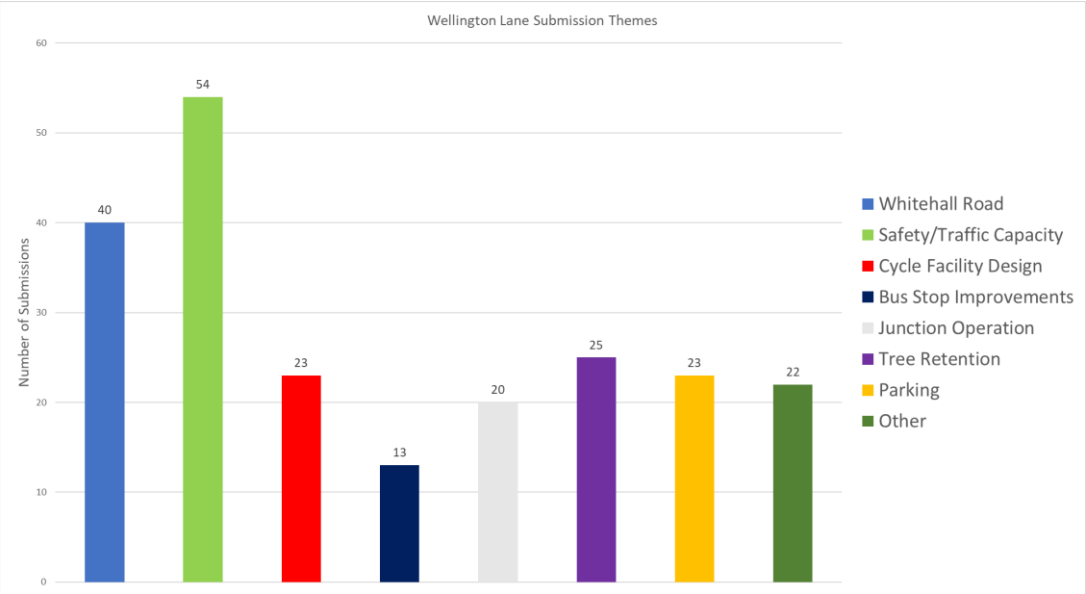


Figure 4-3: Wellington Lane Submissions Received

4.5.7 It is noted that the majority of submissions received covered multiple themes. Safety and Traffic Capacity were closely linked within the submissions, therefore, these were combined into the one theme. The submissions for Whitehall Road also included a number of additional themes including Safety & Traffic Capacity, Parking and Tree Retention.

4.6 GENERAL COMMENTS

4.6.1 Set out below are the general comments/concerns that have been referenced in a number of the submissions. These comments/concerns have been considered in developing the preferred scheme design. Specific responses to all comments

and concerns can be found within the Public Consultation Submissions Report which is displayed as part of this Part 8 Consultation Portal.

Safety/Traffic Capacity

4.6.2 The main comments and concerns emerging in relation to safety and traffic capacity were the reduction of the road width along the scheme, the lack of right turning flare lanes at junctions as well as the potential for rat running through quiet residential streets. There were also concerns in relation to the additional volume of traffic that this scheme will produce and the increase in emissions as a result.

Cycle Facility Design

4.6.3 There were a number of submissions received in relation to the design of the cycle facilities along the route. These included design queries for the two-way cycle track along Wellington Lane as well as the need for full segregation of the cycle tracks with grass verges where possible. There were also comments in relation to the need for the scheme along Rossmore Road and Limekiln Road, with some submissions requesting an extension of the scheme to Templeogue Woods.

Whitehall Road

4.6.4 There were a number of submissions received in relation to the proposed cycle facilities along Whitehall Road and the implementation of bollards along the cycle lanes. Many residents were concerned that the bollards would reduce traffic capacity along the road, would reduce visibility for accessing and egressing their driveway and would also remove existing on street parking along the road. Many residents queried the need for the scheme and suggested alternative routes to Whitehall Road.

Bus Stop Improvements

4.6.5 There were a number of submissions received in relation to the proposed bus stops along the scheme. These included design aspects such as providing lay by bus stops, as well as proposed new bus stop locations to encourage uptake to public transport. There were a few submissions that queried the retention of some bus stops as per the existing scenario which were not shown on the drawings.

Junction Operation

4.6.6 There were a number of submissions in relation to the operation of the proposed junctions along the route, in particular, the Templeville and Orwell junctions. Some submissions referenced the existing traffic issues experienced by the current temporary measures in place at the junctions. Many submissions provided positive feedback for the proposed measures at the Orwell Roundabout and highlighted the positive outcomes for this Dutch style roundabout. There were some queries in relation to how the cyclists will travel through the Templeville Road junction. Some submissions queried the need for the shared space and toucan crossings at the Templeville Road junction. Other submissions had concerns that the installation of traffic lights at this junction may lead to increase in traffic delays.

Tree Retention

4.6.7 The main concerns that emerged from the submissions in relation to trees along the route, were the requests to retain the trees along Limekiln Road and Whitehall Road.

Parking

4.6.8 There were concerns in relation to the existing parking outside the shops area on Whitehall Road. These concerns varied from potential loss of earnings due to reduction of parking to parking being offset to other residential streets as a result. There were also concerns in relation to removing some of the existing perpendicular parking to the east of the shops area and providing reduced number of parallel parking spaces. Some submissions noted the increase in parking in their area at school drop off and collection, in particular, Osprey Road and Kennington where the back entrance of MacDara's school is located. Some submissions noted the requirement to maintain parking outside MacDara's school for school drop off and collection.

Online Survey Questionnaire

4.6.9 An online survey questionnaire was provided within the virtual consultation room during the non-statutory consultation. This survey was provided in order to gauge the overall opinion from the public for the proposed scheme. A total of 98 responses were received from this survey. The results of the online survey are

detailed within the Public Consultation Submissions Report which is displayed as part of this Part 8 Consultation Portal.

5.0 OPTION DEVELOPMENT

5.1 SUMMARY OF OPTION DEVELOPMENT

5.1.1 Detailed options assessments were undertaken at the two key roundabouts within the proposed scheme, the Orwell Roundabout and Templeville Roundabout. An MCA (Multi-Criteria Analysis) was undertaken for all options at these roundabouts and links with a preferred option emerging for each junction.

5.1.2 The preferred design for cycle tracks along the scheme links were also reviewed within the options assessment with optimal design facilities considered which took into account the existing conditions along each route.

5.1.3 A Design Options Report was undertaken which details the MCA assessment as well as the preferred design layouts at the key links and junctions along the scheme. This report is displayed and can be viewed as part of this Part 8 Consultation Portal.

5.1.4 It is noted that some sections within the Design Options Report have been further developed since the report was undertaken. The revised designs are a direct result of consultation with key stakeholders which has informed and revised the design.

6.0 PRELIMINARY DESIGN

6.1 THE PROPOSED SCHEME

6.1.1 For the purposes of this report, and for easiness to read, this section outlining the preliminary design for the scheme has been separated into six sections for discussion as follows:

- Section 1: Spawell Roundabout to Orwell Roundabout
- Section 2: Orwell Roundabout to Templeville Roundabout
- Section 3: Templeville Roundabout to Kimmage Road West
- Section 4: Rossmore Road & Orwell Road
- Section 5: Limekiln Road
- Section 6: Templeogue Woods

6.1.2 These six sections are illustrated in the map in Figure 6-1 below.

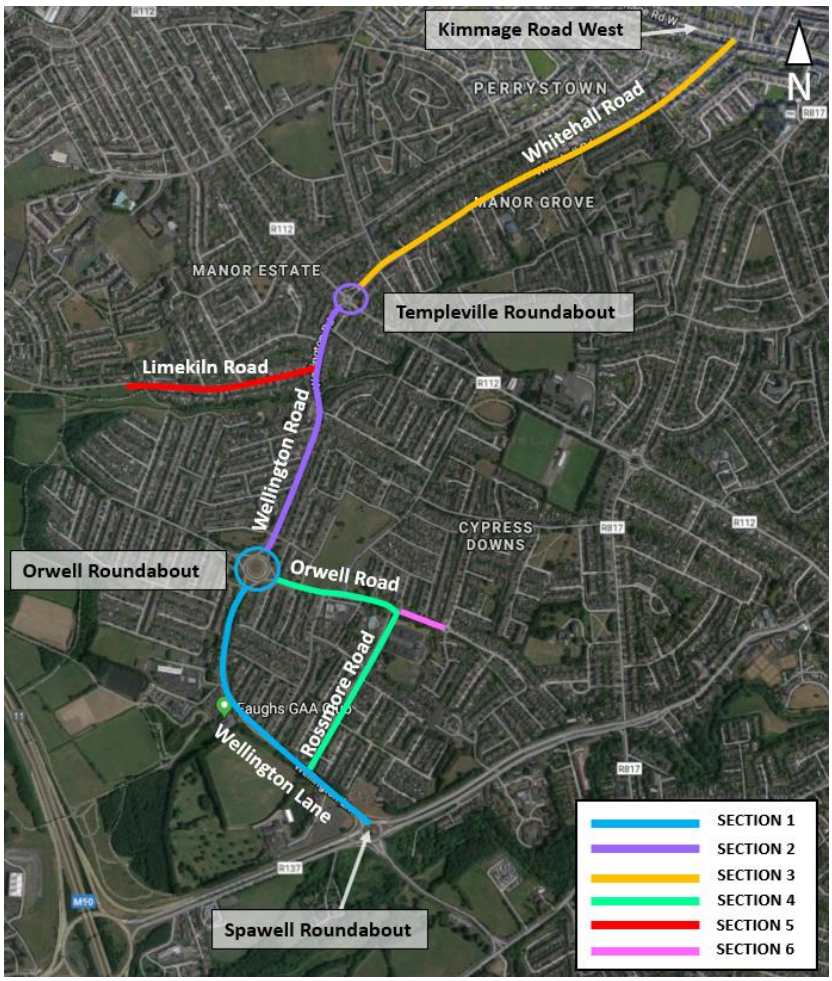


Figure 6-1: Preliminary Design Sections (Source: Google Maps)

Section 1: Spawell Roundabout to Orwell Roundabout

6.1.3 Travelling north-west of the Spawell Roundabout, Wellington Lane proposes a two-way off-road cycle track and improved footpath facilities on the western side of the road with a raised adjacent cycle track and improved footpath facilities on the eastern side of the road, as shown in Figure 6-2. The two-way cycle track is proposed on the western side in this section due to the location of the numerous amenities on this side of the road including the Faughs GAA club, St Judes GAA club, Templeogue United FC, Tymon Park entrance and car park as well as St Mac Dara's Community School.

6.1.4 This section proposes to convert the existing Wellington Lane / Rossmore Road priority junction to a cycle protected signalised junction, as illustrated below in Figure 6-2 with Figure 6-3 outlining the landscaping proposals at this junction.

6.1.5 Landscape proposals in this section retain some trees and propose a number of replacement trees on both sides of the road within the various grass and wildflower verges. The full Landscape Drawings are displayed and can be viewed as part of this Part 8 Consultation Portal.

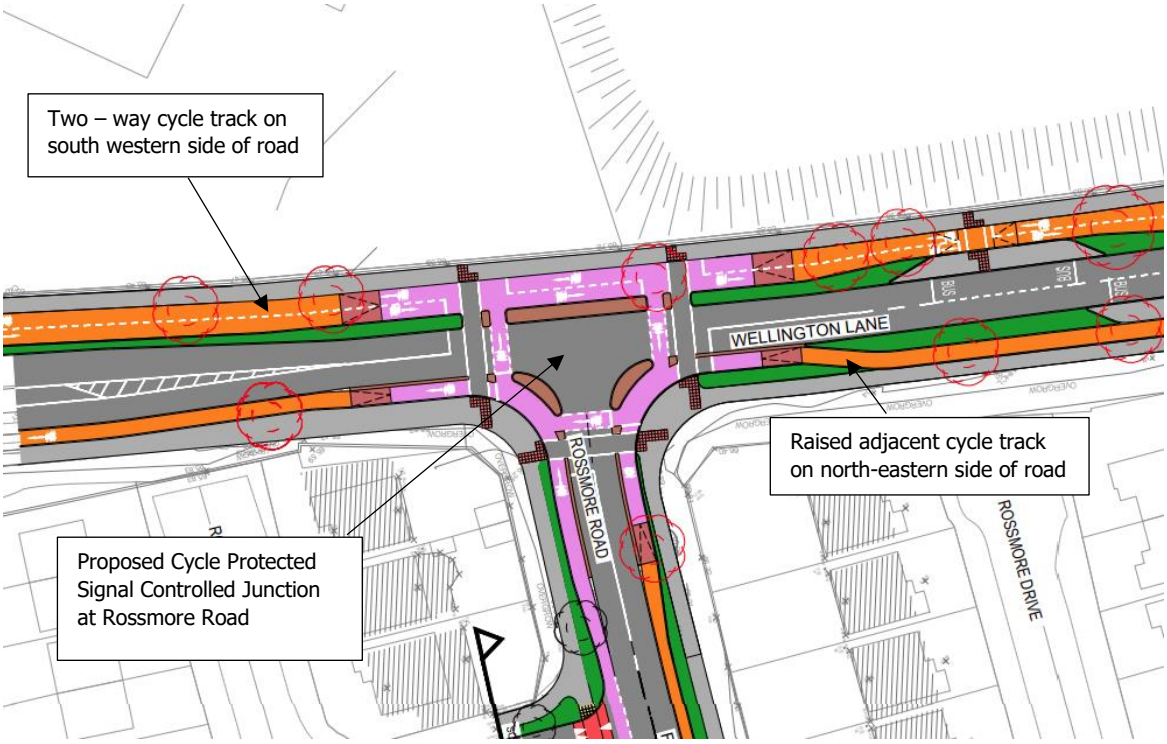


Figure 6-2: General design facilities between Spawell Roundabout and Orwell Roundabout

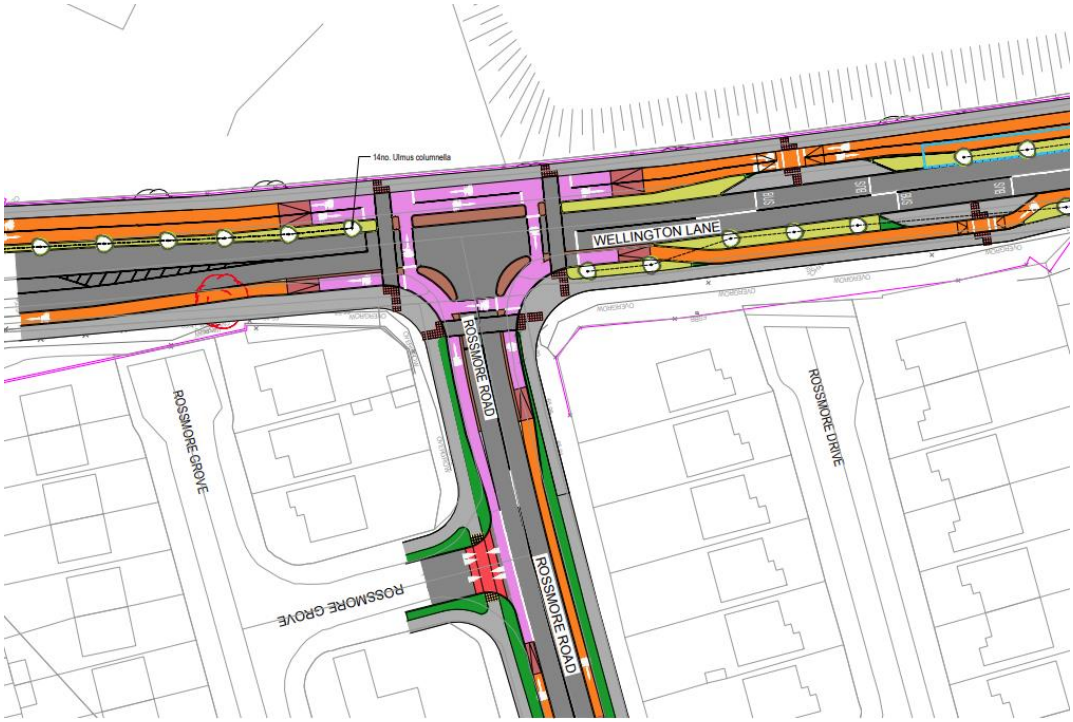


Figure 6-3: Landscape Proposals between Spawell Roundabout and Orwell Roundabout

6.1.6 At the Orwell Roundabout, shown in Figure 6-4 below, the preferred option is to provide segregated cycle lanes and segregated cycle/pedestrian crossings on all arms of the roundabout. The circulatory carriageway as well as all approach arms are proposed to be reduced to a single lane.

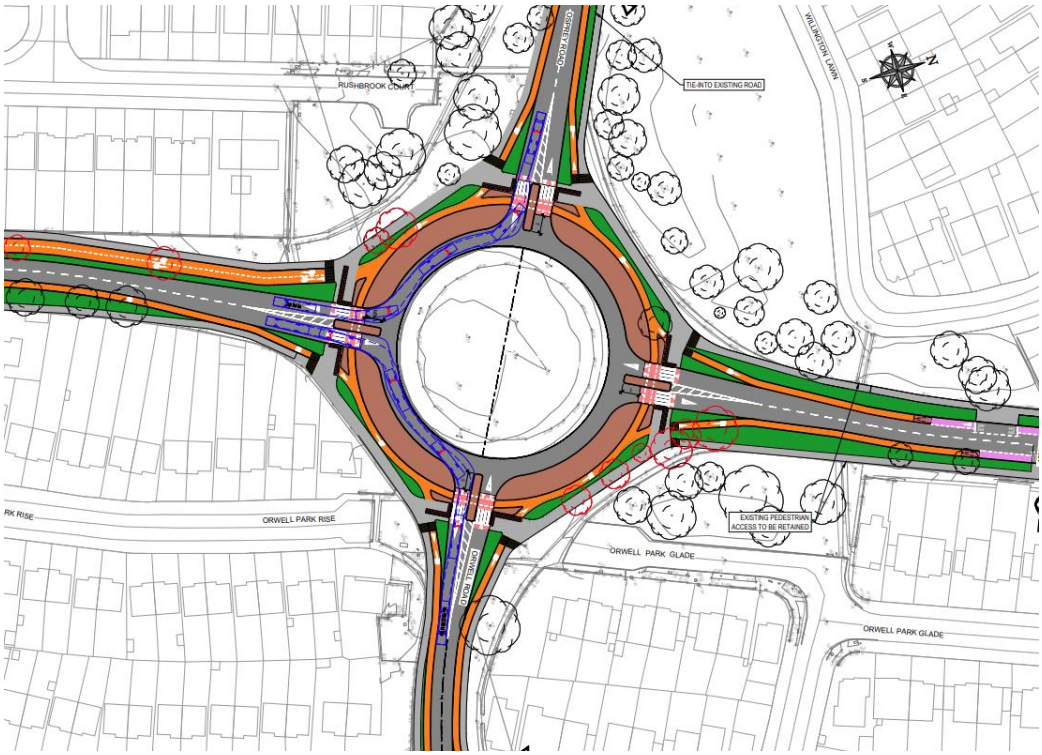


Figure 6-4: Proposed Orwell Roundabout Design

6.1.7 The landscape proposals are illustrated in the design layout in Figure 6-5 as well as the photomontage image in Figure 6-6.

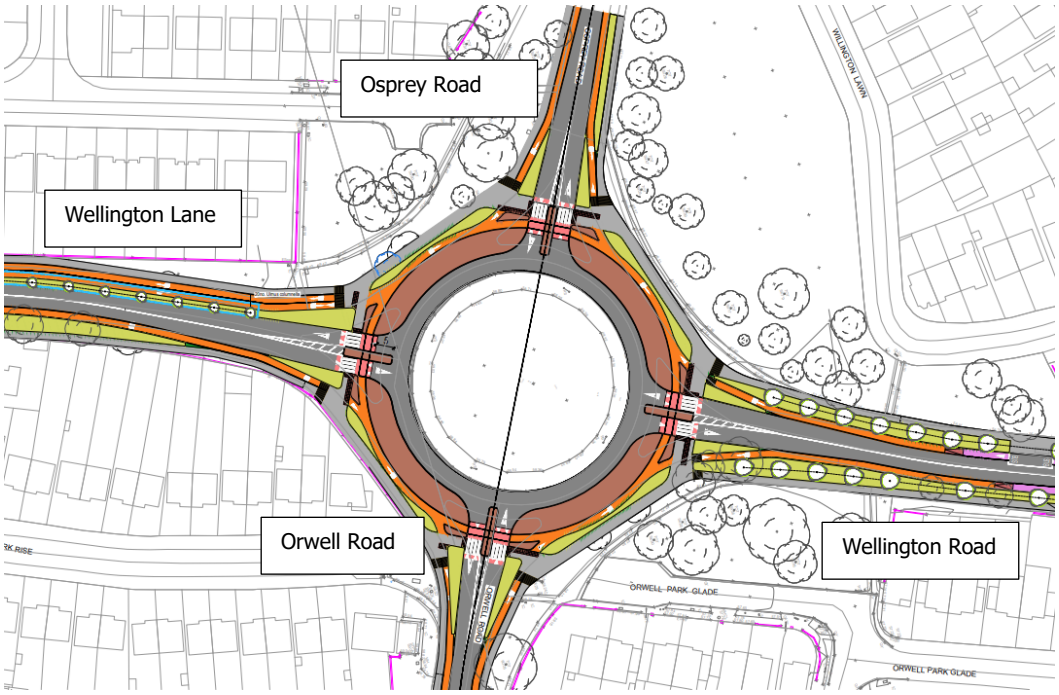


Figure 6-5: Proposed Landscape Proposals at Orwell Roundabout

6.1.8 Landscape proposals in this section, as illutrated in Figure 6-6, show wildflower grass verges around the roundabout with a large portion of existing trees retained in this section.

Figure 6-6: Orwell Roundabout Proposals

6.1.9 Table 6-1 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Spawell Roundabout to

Orwell Roundabout section of the scheme, 66 no. trees are to be retained, 59 no. trees are to be removed, and 73 new trees are proposed to be introduced.

Table 6-1: Total number of trees retained, removed and proposed in Section 1

Section	Trees Retained	Trees Removed	Trees Proposed	Cumulative Change
Section 1 – Spawell Roundabout to Orwell Roundabout	66	59	73	+14

Section 2: Orwell Roundabout to Templeville Roundabout

6.1.10 Travelling north of the Orwell Roundabout, the scheme proposes a raised adjacent cycle track and improved footpaths on both sides of the Wellington Road. These facilities continue for approximately 700m to the Templeville Roundabout.

6.1.11 The design proposals also include upgraded bus stops as well as improved junction arrangements with improved pedestrian crossings, as shown in Figure 6-7 (Drawing Ref. 180201-1006) below.

6.1.12 It is proposed to upgrade the existing priority junction at Wellington Road/Wellington Green to a cycle protected junction and provide signalised crossings on all arms of the junction to accommodate pedestrians crossing.

6.1.13 It is proposed to upgrade the Wellington Road / Limekiln Road signalised junction to a cycle protected signalised junction. Signalised crossings are proposed on all arms of the junction to accommodate pedestrians crossing.

6.1.14 Landscape proposals in this section retain some trees and propose a number of replacement trees that line both sides of the road within the various grass and wildflower verges.

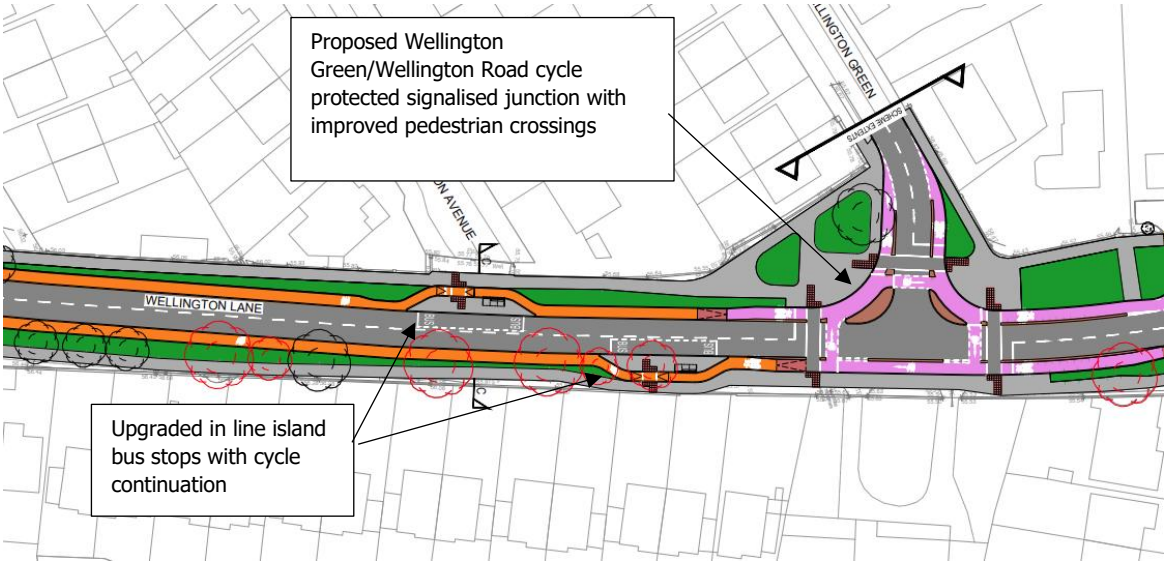


Figure 6-7: Design Improvements along Wellington Road

6.1.15 The general design facilities achievable in this section (cycle track both sides of the road) are shown in the drawing (Ref. 180201-1007) below in Figure 6-8.

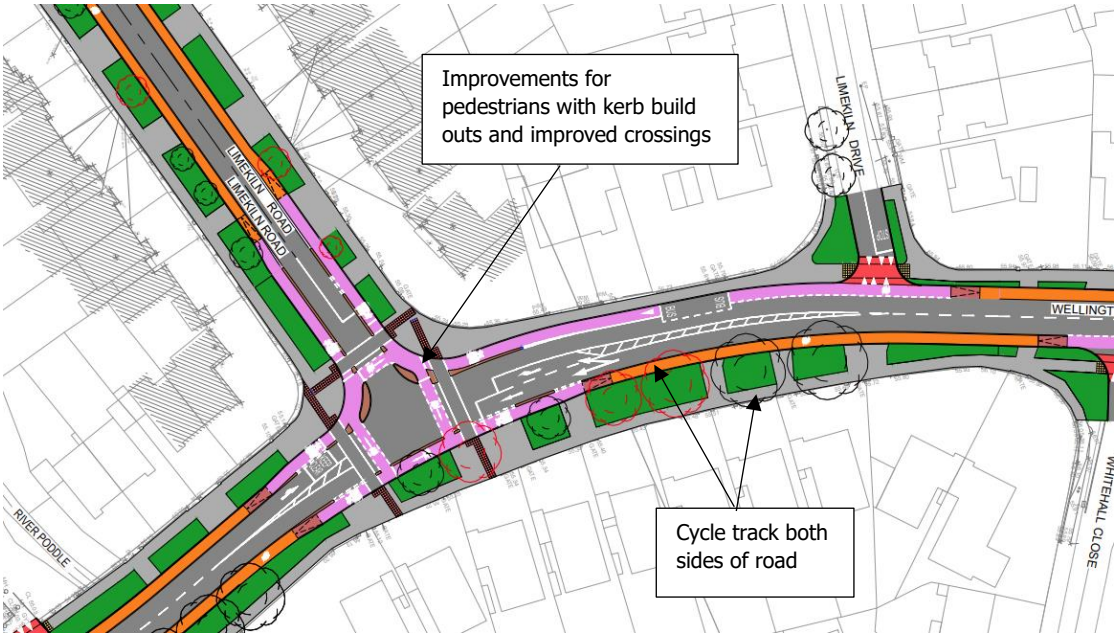


Figure 6-8: General design facilities between Orwell Roundabout and Templeville Junction

6.1.16 The preferred option for the Templeville junction is to convert the existing roundabout to a four-arm signal controlled cycle protected junction, as shown in Figure 6-9.

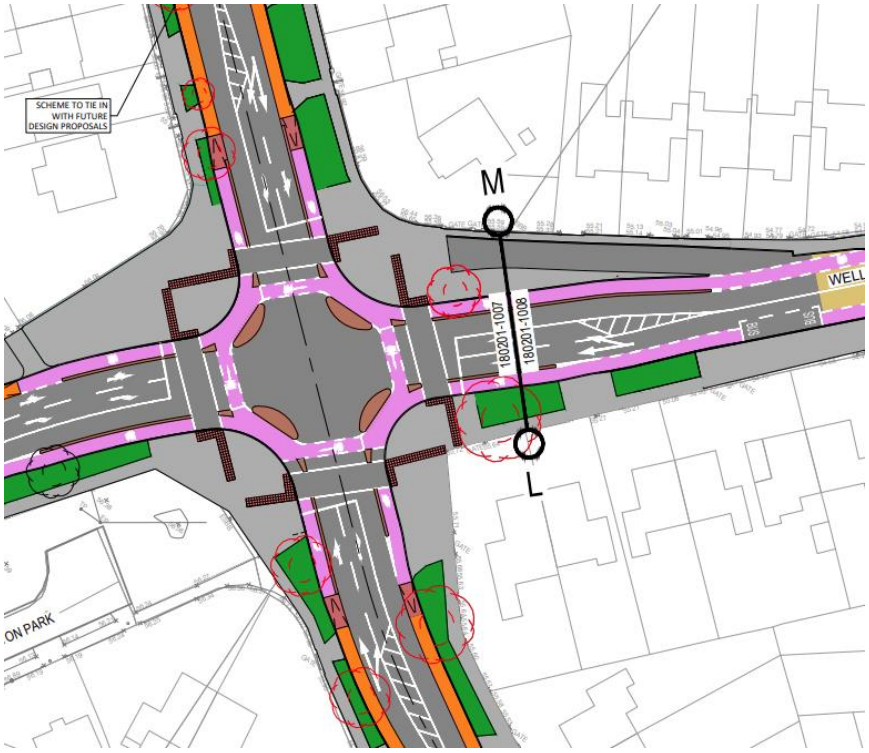


Figure 6-9: Proposed Templeville Junction Design

6.1.17 The landscape proposals at the Templeville junction are outlined below in Figure 6-10.

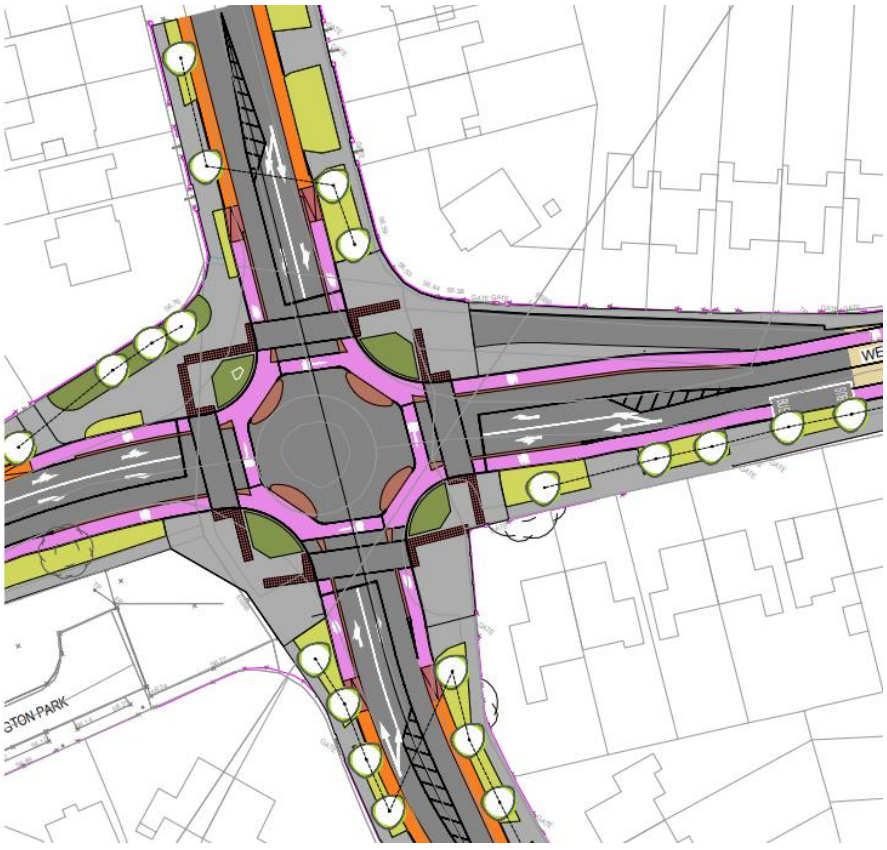


Figure 6-10: Proposed Landscape Proposals at Templeville Junction

6.1.18 A photomontage image of the design proposals at the Templeville junction are illustrated in Figure 6-11.

Figure 6-11: Design proposals at Templeville Junction

6.1.19 Table 6-2 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Orwell Roundabout to Templeville Roundabout section of the scheme 60 no. trees are to be retained, 23 no. trees are to be removed, and 85 new trees are proposed to be introduced.

Table 6-2: Total number of trees retained, removed and proposed in Section 2

Section	Trees Retained	Trees Removed	Trees Proposed	Cumulative Change
Section 2 – Orwell Roundabout to Templeville Roundabout	60	23	85	+62

Section 3: Templeville Roundabout to Kimmage Road West

6.1.20 Travelling northeast from the Templeville junction along Whitehall Road, the road narrows considerably in comparison to other sections of the route. Footpath widths are proposed to be retained in conjunction with trees along this section of the route.

6.1.21 It is proposed to extend the footpath outside the local shops area on Whitehall Road in order to provide adequate pedestrian facilities along this section of road as shown in Figure 6-12 (Ref. 180201-1008).

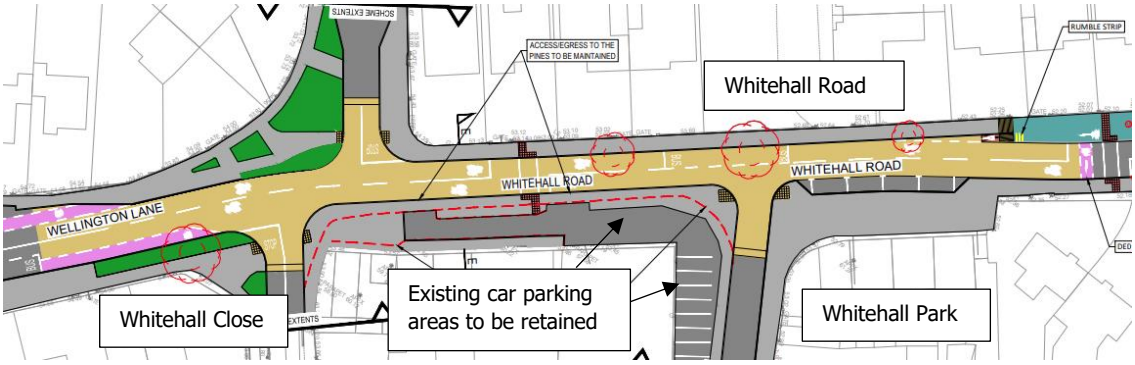


Figure 6-12: Improvements at Whitehall Road

6.1.22 The proposals along this section are also illustrated in Figure 6-13.

Figure 6-13: Proposals along shared road on Whitehall Road

6.1.23 The existing signalised pedestrian crossing outside the shops area is proposed to be retained. The existing parking areas on Whitehall Road and Whitehall Park are to be retained. The car parking on the eastern side of the shops area is proposed

to be converted from perpendicular to parallel parking spaces in order to provide safer manoeuvres into and out of this area. This reduces the number of spaces in this section from approximately 11 spaces to 4 spaces.

6.1.24 Due to width constraints along Whitehall Road between Whitehall Close and northeast of Whitehall Park, cyclists will share the road carriageway through this section, as shown in Figure 6-12.

6.1.25 Segregation of cyclists along Whitehall Road was considered a key element within the scheme. A number of factors and issues were apparent along this section of road including the limited carriageway width, the location of trees as well as the location of private residential boundaries close to the road. Within the non-statutory consultation, the preferred option for this section of the route was to provide on road cycle lanes with light forms of segregation which included the use of flexible bollards. The feedback from residents in relation to this outlined that the final design option for Whitehall Road should not include the use of bollards.

6.1.26 Therefore, with consideration to the feedback from residents and in consultation with the NTA and SDCC, it was considered that a two-way cycle track would provide additional width for cyclists through this section. Although the two-way facility would be below standard width, it was determined that this facility would provide the best solution for the accommodation of a cycle facility with consideration to the restrictions in place along Whitehall Road.

6.1.27 A photomontage image of the design proposals along Whitehall Road are illustrated in Figure 6-14.

Figure 6-14: Design proposals along Whitehall Road

6.1.28 The two-way cycle track along Whitehall Road is proposed to tie into the existing signalised junction with Kimmage Road West where the scheme terminates, as shown below in the drawing (Ref. 180201-1011) in Figure 6-15. An ASL is proposed on the Whitehall Road arm.

6.1.29 This junction will be required to be upgraded with regard to cycle signals and staging in order to accommodate cyclists safely to and from the two-way cycle track on Whitehall Road.

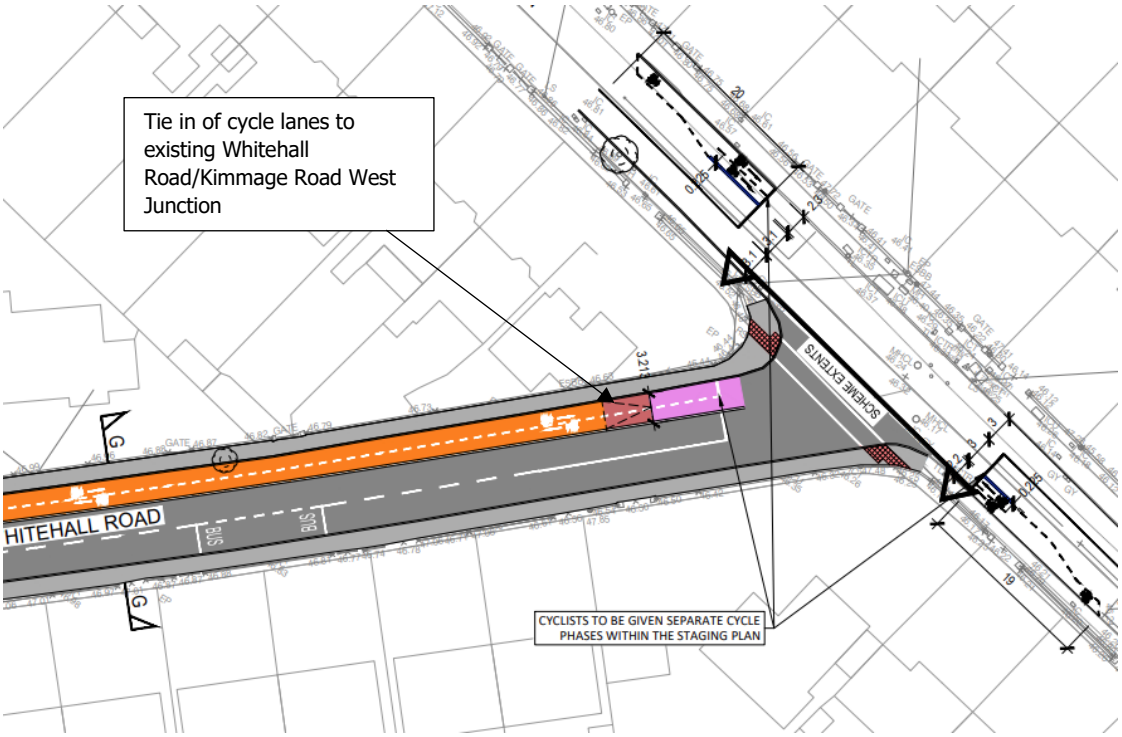


Figure 6-15: Proposals at the Whitehall Road/Kimmage Road West Junction

6.1.30 The general design facilities achievable in this section are shown in the drawing (Ref. 180201-1010) below in Figure 6-16.

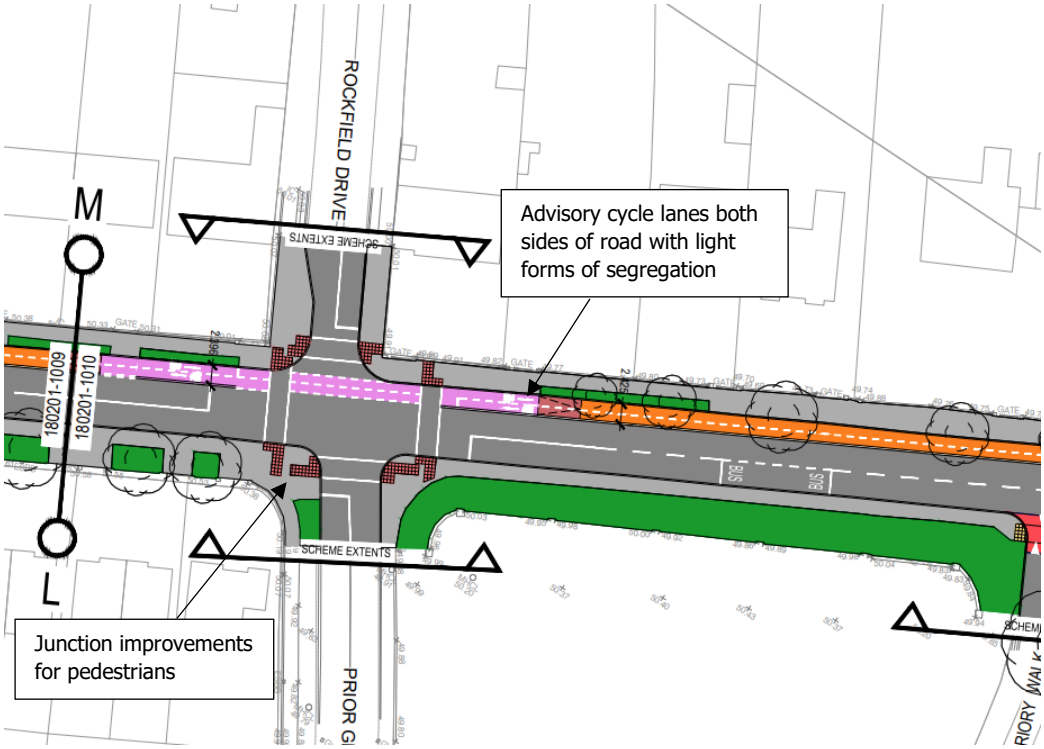


Figure 6-16: General design facilities between Templeville Junction and Kimmage Road West

6.1.31 Table 6-3 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Templeville Roundabout to Kimmage Road West section of the scheme 83 no. trees are to be retained, 10 no. trees are to be removed, and 28 new trees are proposed to be introduced.

Table 6-3: Total number of trees retained, removed and proposed in Section 3

Section	Trees Retained	Trees Removed	Trees Proposed	Cumulative Change
Section 3 – Templeville Roundabout to Kimmage Road West	83	10	28	+18

Section 4: Rossmore Road and Orwell Road

6.1.32 This section of the scheme route proposes raised adjacent cycle tracks along Rossmore Road on both sides of the road as well as along Orwell Road on both sides of the road.

6.1.33 Bus stop upgrades are also proposed along the Orwell Road.

6.1.34 A School Zone has been allocated outside the primary schools, Bishop Galvin and Bishop Shanahan, along Rossmore Road. This school zone proposal will align with the NTA Safe Routes to School design guidance and will provide a speed reduced area outside the school where no parking is permitted.

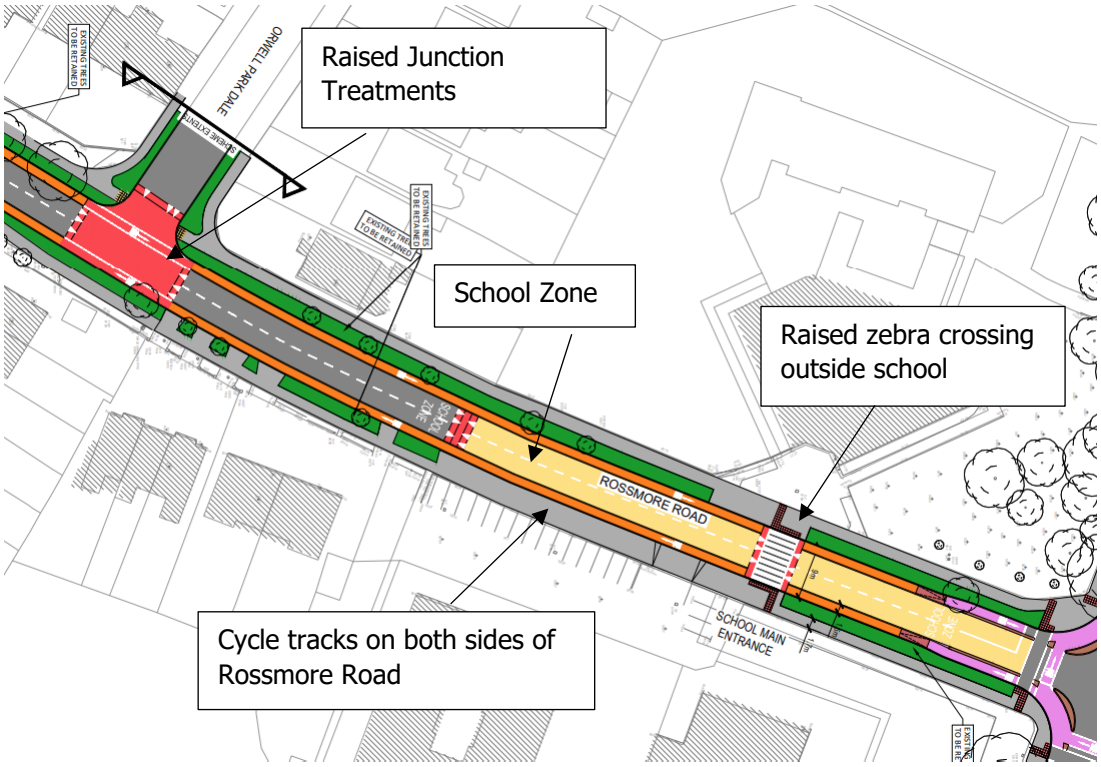


Figure 6-17: Proposed School Zone outside Bishop Galvin & Shanahan School

6.1.35 Table 6-4 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Rossmore Road & Orwell Road section of the scheme 130 no. trees are to be retained, 8 no. trees are to be removed. With the removal of minimal trees along Orwell Road and no trees removed along Rossmore Road, no new trees are proposed to be introduced in this section.

Table 6-4: Total number of trees retained, removed and proposed in Section 4

Section	Trees Retained	Trees Removed	Trees Proposed
Section 4 – Rossmore Road and Orwell Road	130	8	0

Section 5: Limekiln Road

6.1.36 Limekiln Road proposes raised adjacent cycle tracks that extend from the junction with Wellington Road and terminate west of the Riverview Educate Together National School. The design proposals along Limekiln Road are illustrated in Figure 6-18.

Figure 6-18: Design proposals along Limekiln Road

6.1.37 A School Zone is proposed outside the Riverview Educate Together National School, as illustrated in Figure 6-19. This school zone proposal will align with the NTA Safe Routes to School design guidance and will provide speed reducing measures through this section as well as removal of parking within the school zone area.

6.1.38 A widened shared path of 4m is also proposed that extends from the Riverview Educate Together National School to Mountdown Park in order to accommodate an existing cycle bus associated with the school that travels along this section of road to Limekiln Park.

6.1.39 Landscape proposals along this section propose to provide new trees on both sides of the road. Public realm improvements are proposed outside the Riverview Educate Together National School as part of the proposed School Zone proposals located here.

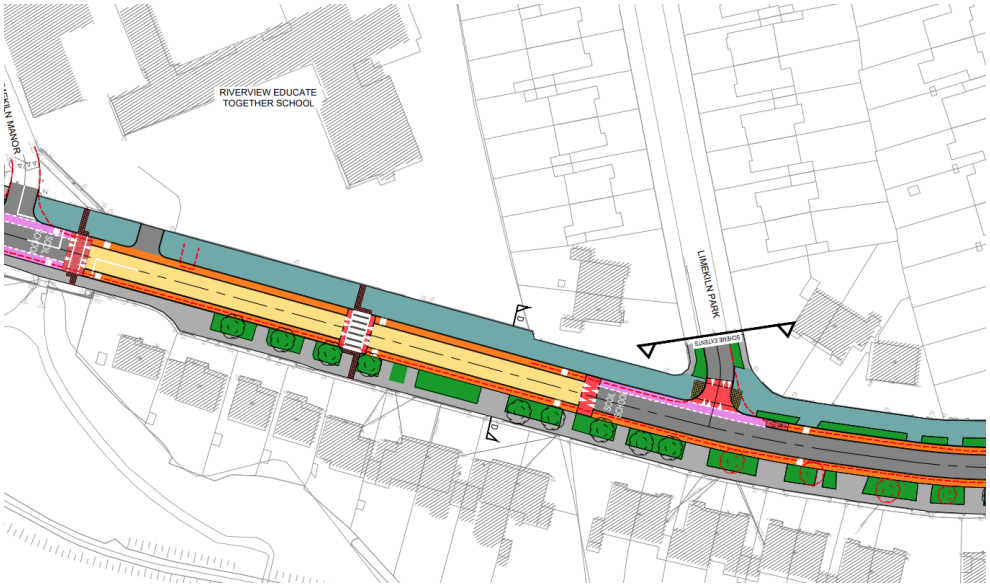


Figure 6-19: Proposed School Zone outside Riverview Educate Together National School

6.1.40 Table 6-5 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Limekiln Road section of the scheme 22 no. trees are to be retained, 12 no. trees are to be removed, and 41 new trees are proposed to be introduced.

Table 6-5: Total number of trees retained, removed and proposed in Section 5

Section	Trees Retained	Trees Removed	Trees Proposed	Cumulative Change
Section 5 – Limekiln Road	22	12	41	+29

Section 6: Templeogue Woods

6.1.41 Feedback from the Non-Statutory Consultation resulted in the scheme being extended from the Orwell Road / Rossmore Road junction, along Templeogue Woods to the Domville Road Roundabout.

6.1.42 Templeogue Woods, as illustrated in Figure 6-20, proposes off road cycle tracks and widening the footpath on the southern side of the road to better accommodate pupils to and from the primary school.

6.1.43 The Templeogue Wood/Templeogue Lodge/Domville Road Roundabout will be upgraded with reduced radii and zebra crossings on 3 of the 4 arms.

6.1.44 This section of the route is also proposed as a school zone and will align with the NTA Safe Routes to School design guidance. The school zone will provide speed reducing measures through this section as well as removal of any parking. Bishop Galvin National School and Bishop Shanahan National School have been consulted and both outlined their desire for a school zone to be provided along this section of the route.

6.1.45 The design proposals along Templeogue Woods are outlined in Figure 6-20 with a photomontage image illustrating the school zone proposals in Figure 6-21.

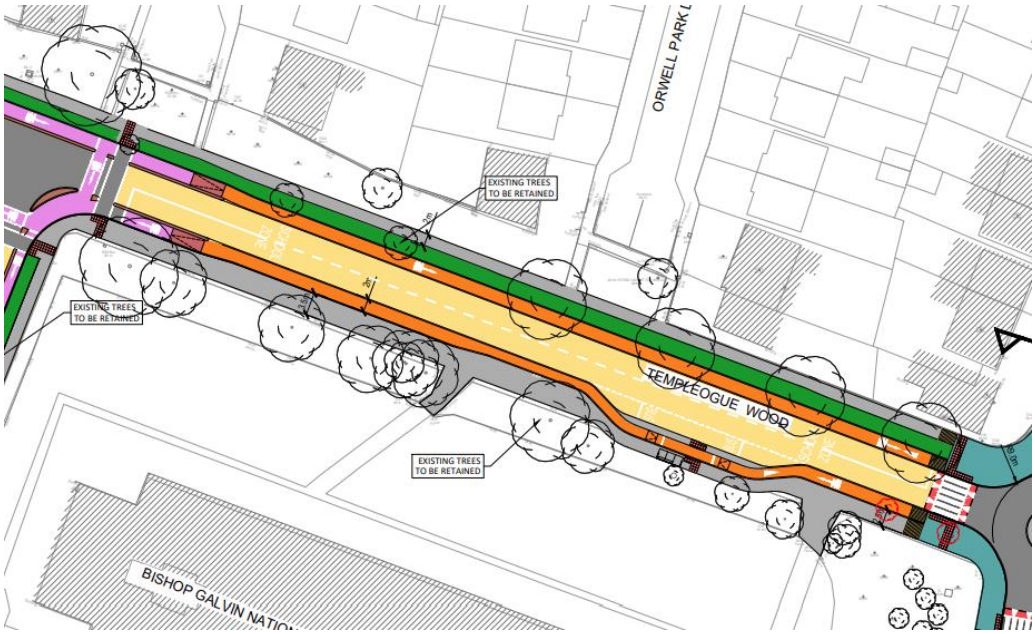


Figure 6-20: Improvements at Templeogue Woods

Figure 6-21: Proposed School Zone along Templeogue Woods

6.1.46 Table 6-6 below outlines the number of trees retained, number of trees removed and number of trees proposed in this section. Along the Templeogue Woods section of the scheme 45 no. trees are to be retained, 2 no. trees are to be removed. With the minimal number of trees being removed along this section, there are no proposed trees to be introduced.

Table 6-6: Total number of trees retained, removed and proposed in Section 6

Section	Trees Retained	Trees Removed	Trees Proposed
Section 6 – Templeogue Woods	45	2	0

Summary of Design Proposals

6.1.47 Overall, the proposed scheme delivers significant improvements for both cyclists and pedestrians along the route. Segregated cycle facilities are proposed for the majority of the scheme length, with approximately 7.3km of new segregated cycle facilities. Footpath improvements as well as improved crossings are proposed for pedestrians.

6.1.48 Junctions along the route, both major and minor road junctions, are proposed to be upgraded to better serve pedestrian and cyclist requirements with a number of junctions proposed as cycle protected signalised junctions. Where feasible, bus stops are proposed to be improved along the scheme route. The scheme is also proposed to be upgraded with improved urban realm features along its length.

6.1.49 These improvements will provide a sense of place for both pedestrians and cyclists and will allow them to walk or cycle in a safer, more attractive environment that caters towards their needs as vulnerable road users.

6.1.50 A summary of trees to be removed, trees to be retained as well as newly proposed trees is outlined in Table 6-7. A total of 406 trees are to be retained along the scheme route with 114 trees being removed. As part of the landscape plans within the scheme, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area.

	Trees Retained	Trees Removed	Proposed Trees
Section 1	66	59	73
Section 2	60	23	85
Section 3	83	10	28
Section 4	130	8	0
Section 5	22	12	41
Section 6	45	2	0
Total	406	114	227

Table 6-7: Summary of Trees within the Scheme

6.1.51 An Arborist Impact Assessment Report has been prepared as part of this scheme which has been issued as part of this public consultation documentation.

6.2 TRAFFIC IMPACT

6.2.1 In order to determine the impacts that these proposals had on the capacity and operation of the main junctions (Orwell Roundabout and Templeville Roundabout), a traffic analysis assessment was carried out for the existing roundabouts. A Traffic Assessment Note was undertaken which is displayed and can be viewed as part of this Part 8 Consultation Portal. A Summary of the Note is outlined below.

6.2.2 The roundabouts were assessed using ARCADY software and the proposed signalised junction at Templeville Road junction was assessed using TRANSYT software.

6.2.3 For the Orwell Roundabout, the existing layout as well as the preferred continental roundabout were analysed. Results showed that the existing roundabout currently operates within capacity on all arms. Results showed that for the Continental Style Roundabout queueing levels increased on the main Wellington Lane and Wellington Road arms, however, overall the roundabout operated within capacity for both peak hour periods.

6.2.4 For the Templeville Roundabout, the existing roundabout layout as well as the two options (continental roundabout and cycle protected signalised junction) were analysed. Results showed that the existing roundabout currently operates with delays and queueing on most arms during the AM and PM peak hours. The continental roundabout, with lane reduction, reduces capacity further at the roundabout. The cycle protected signalised junction operates within capacity for both the AM and PM peak hours. Although queueing levels at the signalised

junction are higher on some arms than for the existing roundabout, the average delay at the signalised junction is low on all arms and lower than the existing roundabout on the majority of arms. Implementation of a signal-controlled junction offers a more balanced junction performance in comparison to the existing and proposed roundabout options in relation to the balance of queue lengths through the junction.

6.3 HORIZONTAL & VERTICAL ALIGNMENT

6.3.1 The vertical and horizontal alignment of the road will generally remain unchanged as per the existing road layout. The scheme will result in a more compact vehicular carriageway along the route. There will be some alteration to alignment at the major junctions such as the Templeville Roundabout.

6.4 ROAD LIGHTING

6.4.1 Road lighting will be provided on all roads within the scheme. Along the Wellington Lane and Wellington Road, lighting will be required to be relocated as part of the scheme design. At present, the majority of lighting poles along these roads are within the grass verge. It is envisaged that the lighting poles for these sections will be relocated to back of footpath as part of this scheme layout.

6.4.2 Road lighting along Whitehall Road is currently at the back of footpath and is located on both sides of the road. It is not envisaged that lighting will be required to be upgraded along this section as part of this scheme design.

6.4.3 Road lighting along Limekiln Road is currently located towards the kerb line of the road carriageway and within the grass verge. This will be required to be relocated as part of the scheme design. It is envisaged that lighting will be located to back of footpath and will be designed to be in keeping with the residential properties along this section in terms of light spill.

6.4.4 Road lighting along Rossmore Road is currently located towards the kerb line of the road carriageway and within the grass verge. Lighting is provided on both sides of the road. Lighting along this section will not be impacted as part of the proposed scheme design and can be retained in place.

6.4.5 Road lighting along the Orwell Road is currently located towards the kerb line of the road carriageway and within the grass verge. Lighting along this section will

be required to be relocated as part of this scheme design. It is envisaged that lighting poles will be relocated to back of footpath as part of this scheme layout.

6.4.6 Road lighting along Templeogue Woods is currently located towards the kerb line of the road carriageway. Lighting is located on both sides of the road. It is envisaged that some lighting poles will be required to be relocated along this section due to the scheme layout.

6.4.7 A detailed lighting design will be undertaken at Detailed Design stage of this scheme.

6.5 SURFACE WATER DRAINAGE

6.5.1 Gullies located along the majority of the route will be required to be relocated as part of the scheme proposals to locate off road cycle track facilities along Wellington Lane, Wellington Road, Limekiln Road, Orwell Road and Templeogue Woods. Whitehall Road and Rossmore Road will not require relocation of gullies as cycle facilities are proposed to be on road through these sections.

6.5.2 Gullies will also be required to be relocated at the Orwell and Templeville Road roundabouts as part of the scheme design.

6.5.3 Additional hardstanding may be required in some areas of the scheme route. Appropriate attenuation will be specified at detailed design stage if required.

6.5.4 There are opportunities for Sustainable Drainage Systems (SuDS) technologies to be incorporated within the design as part of landscaping. This will be explored at the detailed design stage of the scheme.

6.6 BOUNDARY TREATMENT

6.6.1 All existing private boundaries along the scheme route will be maintained and will not be impacted by the proposed scheme design.

6.6.2 In terms of public areas, the scheme proposals will tie in with the existing public areas surrounding the scheme. The design for this will be addressed at detailed design stage.

6.7 GENERAL LANDSCAPE PROPOSALS

6.7.1 The general landscape design throughout the scheme focuses on providing a combination of hard and soft landscaping proposals. New trees are being

proposed to line the streets where feasible. This gives an overall placemaking and improved urban realm for the scheme.

6.7.2 Improved verge planting with pre-seeded wildflower matts are proposed in some sections.

6.7.3 Key nodes along the scheme will focus on higher specification of materials and hard landscaping where appropriate.

7.0 ENVIRONMENTAL CONSTRAINTS

7.1 INTRODUCTION

7.1.1 This section of the report provides a summary of the external reports and assessments undertaken with regard to Ecology, Environmental and Heritage conditions surrounding the proposed scheme.

7.1.2 The external reports are provided in full in the appendices of this report with the EIAR Screening Report in **Appendix B** and the AA Screening Report in **Appendix C**.

7.2 SUMMARY OF EIAR SCREENING REPORT

7.2.1 The 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.

7.2.2 The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, Planning and Development Regulations, the 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.

7.2.3 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.

7.2.4 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

7.2.5 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.

7.3 SUMMARY OF AA SCREENING REPORT

7.3.1 The Appropriate Assessment (AA) (Screening Stage) has been prepared by Altemar Ltd. for the development of the Wellington Lane Walking & Cycle Scheme.

7.3.2 In accordance with their obligations under the European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011), the competent authority must assess whether the proposed development could have 'likely significant effects' on any Natura 2000 sites. This document provides supporting information to assist the local authority with an Appropriate Assessment screening exercise, including: a description of the proposed development, details of its environmental setting, a map and list of Natura 2000 sites within the potential zone of impact, and consideration of potential source-pathway-receptor links.

7.3.3 The proposed redevelopment project is located in an urban environment 5km from the nearest Natura 2000 site. Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. However, the site is not close to and does not have a direct pathway to watercourses that could act as potential vectors for impact on Natura 2000 sites. There is no direct hydrological pathway from the proposed development site to a Natura 2000 site. All drainage from the site goes to a public surface water network sewers where it undergoes dilution, mixing and settlement. All watercourses in the catchment enter the estuarine element of River Liffey where further mixing and dilution take place with the River Liffey and estuarine waters of Dublin Bay. It should also be noted that additional settlement will take place through flocculation in the estuarine environment. No specific mitigation is required to prevent significant effects on Natura 2000 sites.

7.3.4 No Natura 2000 sites are within the zone of influence of this development. Having taking into consideration the surface water discharge from the proposed development works, the distance between the proposed development site to designated conservation sites, lack of direct hydrological pathway to conservation sites and the dilution, missing and settlement effect with other surface runoff and fresh and estuarine waters, prior to reaching designated sites, it is concluded that this development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of features of interest of Natura 2000 sites.

7.3.5 There is no risk of direct impacts on Natura 2000 sites. Potential pathways for indirect impacts were considered, but none were found to be feasible. **Therefore, they conclude that the proposed development will not cause direct or indirect impacts on any Natura 2000 sites, and thus that Appropriate Assessment is not required.**

7.4 ARCHAEOLOGICAL & BUILT HERITAGE CONSTRAINTS

7.4.1 There are twelve recorded archaeological monuments within 250m of the proposed development, as illustrated in Table 7-1 and Figure 7-1.

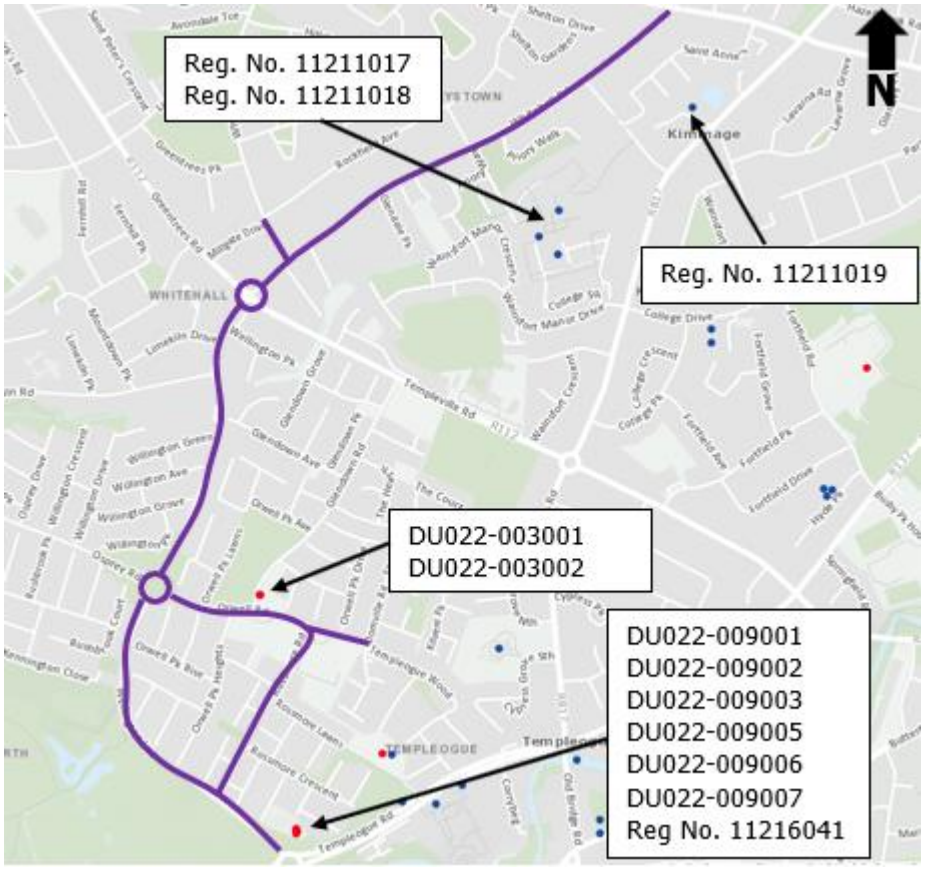


Figure 7-1: Archaeological Monuments Located within 250m of the Proposed Scheme

Table 7-1: Archaeological Monuments Located within 250m of the Proposed Scheme

ID	Class	Description
DU022-003001	Watercourse	An artificial channel used for the conveyance of water. These date from the medieval period (5th-16th centuries AD) onwards. This section of the medieval watercourse runs from Kimmage crossroads to the 'Tongue' at Kimmage.
DU022-003002	Mill	A mill, including where present the millrace and millpond, where corn is ground or where raw material is processed. This classification is used, in the context of this database, when it is unclear whether the mill in question is a water mill or a windmill. These may date from the late medieval period (c. 1400 to the 16th century AD) onwards. Mountdown Mills, built on, formerly occupied the site of one of the many medieval mills fed by the medieval city watercourse
DU022-009001	Church	A building used for public Christian worship. These can be of any date from c. 500 AD onwards. This is a plain structure located eccentrically within a roughly oval-shaped graveyard.
DU022-009002	Graveyard	The burial area around a church. These date from the medieval period (5th-16th centuries) onwards.

		A roughly oval-shaped graveyard, with a later cemetery off to the W.
DU022-009003	Graveslab	A stone designed to be recumbent and marking a grave, AD 1200-1700 in date. Within the chancel of the church is a granite grave marker.
DU022-009005	Graveslab	A stone designed to be recumbent and marking a grave, AD 1200-1700 in date. In the graveyard SE of the church is a narrow granite graveslab.
DU022-009006	Graveslab	A stone designed to be recumbent and marking a grave, AD 1200-1700 in date. In the graveyard N of the church is a limestone slab.
DU022-009007	Graveslab	A stone designed to be recumbent and marking a grave, AD 1200-1700 in date. This slab is buried inside the church in an upright position.
Reg No. 11216041	Graveyard/Cemetery	A good ecclesiastical group with a long history of occupation of this site, containing many fine headstones and the picturesque ruin of the church, prominently sited near a busy modern junction.
Reg. No. 11211019	Country House	A handsome, balanced Georgian house retaining many notable features, including a particularly fine doorway. Though now surrounded by later houses, it preserves its original dignified appearance and setting.
Reg. No. 11211018	Country House	A vigorously treated and highly animated former country house, with an unusual collection of decorative features and materials. Adds great character to this group of religious buildings from many periods.
Reg. No. 11211017	Church/Chapel	An imposing modern intepretation of a traditional plan church, with simple detailing including attractive stained glass. An integral element of this religious complex.

7.4.2 It is considered that the proposed development would not be likely to have significant negative effects on the archaeological monuments outlined above.

8.0 SUMMARY OF REPORT

8.1 SUMMARY OF REPORT

8.1.1 DBFL Consulting Engineers (DBFL) have been commissioned by South Dublin County Council (SDCC) to provide consulting engineering services for the design and development of the Wellington Lane Walking and Cycle Scheme.

8.1.2 The proposed scheme route is located in Templeogue in Dublin. The route is situated within a highly residential area and in close proximity to a number of amenities including a number of schools and sports clubs. The proposed route extends along Wellington Lane, Wellington Road and Whitehall Road. The scheme extents also consider the Rossmore Road, Orwell Road and Limekiln Road.

8.1.3 The main objectives of the overall scheme are to provide improved cycle and pedestrian facilities along the proposed scheme route and to provide connectivity for residents within the area to the numerous amenities.

8.1.4 A detailed options assessment and engagement process was undertaken for this scheme with a preferred option emerging as a result for each section of the route. The preferred design option has been taken forward and developed further as part of this preliminary design.

8.1.5 A number of policy documents on a national, regional and local level have been reviewed in order to inform the overall scheme design and to ensure that the scheme is being developed to best policy and guidance. These outlined the necessity to provide more sustainable modes of travel including walking, cycling and public transport. The GDA Cycle Network Plan outlines that the proposed route is dedicated within the plan as proposing a combination of Primary and Secondary and cycle facilities.

8.1.6 A review of the local road network and traffic volumes was undertaken as part of this scheme. In order to determine existing traffic volumes and demands along the scheme route, a number of traffic surveys were undertaken in December 2018, May 2019 and May 2021 These included junction turning counts, automated traffic counts, queue lengths, drone surveys, parking surveys and pedestrian/cycle origin-destination surveys.

8.1.7 An Options Assessment has been undertaken as part of the Preliminary Design for the scheme. A Multi Criteria Analysis (MCA) was undertaken at Orwell Roundabout, Templeville Roundabout and along the main links.

8.1.8 A number of early engagement consultations with key stakeholders has been undertaken during the option development stage of the scheme in order to inform the overall design. Workshops with residents and public interested bodies as well as with two schools along the route took place in 2019. The scheme progressed to a Non-Statutory Consultation in December 2021/January 2022 where feedback from all stakeholders was received and processed which informed the overall preferred scheme design.

8.1.9 The preliminary design for the scheme consists of segregated cycle tracks and improved footpaths along the majority of roads within the study area. It is proposed to convert Orwell Roundabout to a cycle protected roundabout with segregated cycle lanes and segregated cycle/pedestrian crossings on all arms. The Templeville junction is proposed to be converted to a four arm signal controlled cycle protected junction. A number of other junctions within the scheme have been upgraded to cycle protected junctions and where feasible bus stops have been improved.

8.1.10 As part of this scheme, a number of trees are proposed to be introduced, retained and removed. A summary of these trees for each section of the route is outlined in Table 8-1.

8.1.11 A total of 406 trees are to be retained along the scheme route with 114 trees being removed. As part of the landscape plans within the scheme, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area.

	Trees Retained	Trees Removed	Proposed Trees
Section 1 – Wellington Lane	66	59	73
Section 2 – Wellington Road	60	23	85
Section 3 – Whitehall Road	83	10	28
Section 4 – Rossmore Road & Orwell Road	130	8	0
Section 5 – Limekiln Road	22	12	41
Section 6 – Templeogue Woods	45	2	0
Total	406	114	227

Table 8-1: Summary of Trees within the Scheme

8.1.12 An Arborist Impact Assessment Report has been prepared as part of this scheme which has been issued as part of this public consultation documentation.

8.1.13 Road lighting will be provided on all roads within the scheme. Lighting along Wellington Lane, Wellington Road, Limekiln Road, Orwell Road and Templeogue Woods will be required to be relocated as part of the design scheme. A detailed lighting design will be undertaken at Detailed Design stage of this scheme.

8.1.14 Gullies located along the majority of the route will be required to be relocated as part of the scheme proposals to locate off road cycle track facilities along Wellington Lane, Wellington Road, Limekiln Road, Orwell Road and Templeogue Woods. Gullies will also be required to be relocated at the Orwell and Templeville Road roundabouts.

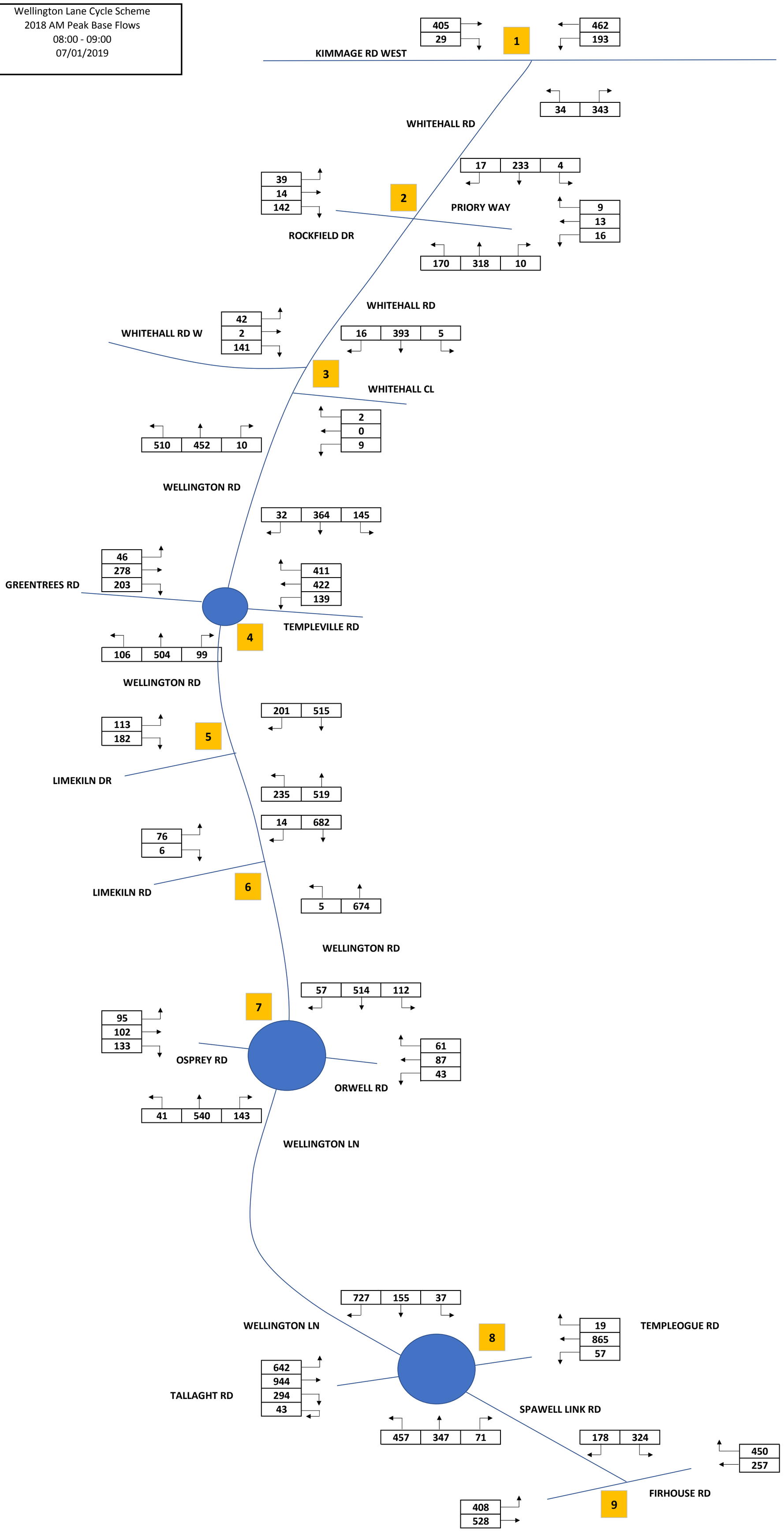
8.1.15 All existing private boundaries along the scheme route will be maintained and will not be impacted and the scheme proposals will tie in with the existing public areas surrounding the scheme.

8.1.16 An AA and EIAR Screening assessment has been undertaken as part of this scheme design. Results of the screening outlined no requirement for further environmental assessment.

8.1.17 An Archaeological and Heritage assessment was undertaken and concluded that the proposed development would not be likely to have significant negative effects on the archaeological monuments outlined above.

Appendix A – Traffic Model

Project	Wellington Lane Cycle Scheme
Title	2018 AM Peak Base Flows
Peak	08:00 - 09:00
Date	07/01/2019



Project	Wellington Lane Cycle Scheme
Title	2018 PM Peak Base Flows
Peak	17:00 - 18:00
Date	07/01/2019

Appendix B - EIAR Screening Report

Wellington Lane, Walking and Cycling Scheme

EIA Screening Report

Prepared on behalf of

South Dublin County Council

August 2022

MacCabe Durney Barnes
Planning Environment Economics

Comhairle Contae Átha Cliath Theas
South Dublin County Council

DBFL CONSULTING ENGINEERS

Document Control Sheet

Prepared by: MB		Checked by: RH
Project Title: Wellington Lane Cycle Scheme		
Project No: 2154		
Rev No.	Comments	Date
Rev 0	Draft for Internal Review	27/05/22
Rev 1	Draft	31/05/22
Rev 2	Minor amendments to proposal	02/08/22
Rev 2.1	Final	26/08/22

MacCabe Durney Barnes
20 Fitzwilliam Place, Dublin 2
T:+353 1 6762594 F +353 1 6762310
W: www.mdb.ie

TABLE OF CONTENTS

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

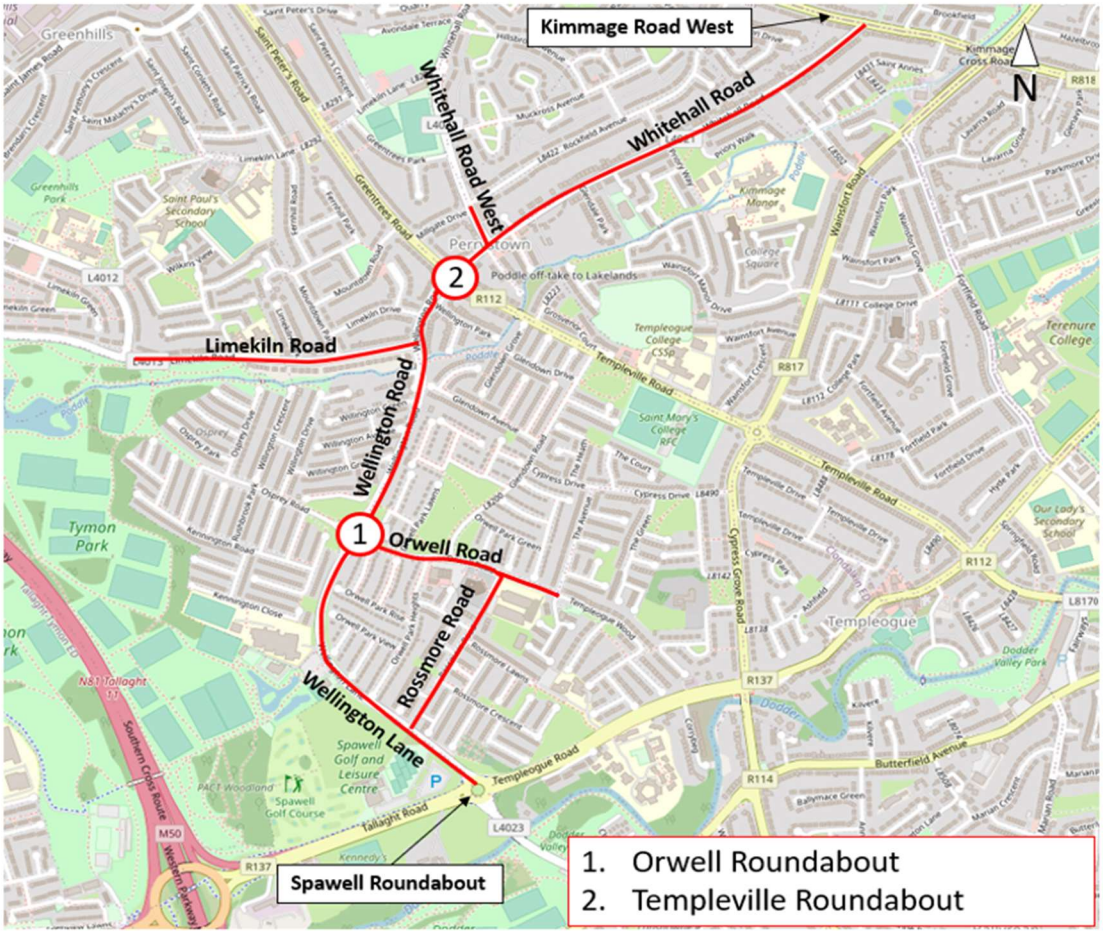


Figure 2-1: Scheme location (map source: GrcGIS Maps courtesy of DBFL Consulting engineers)

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)

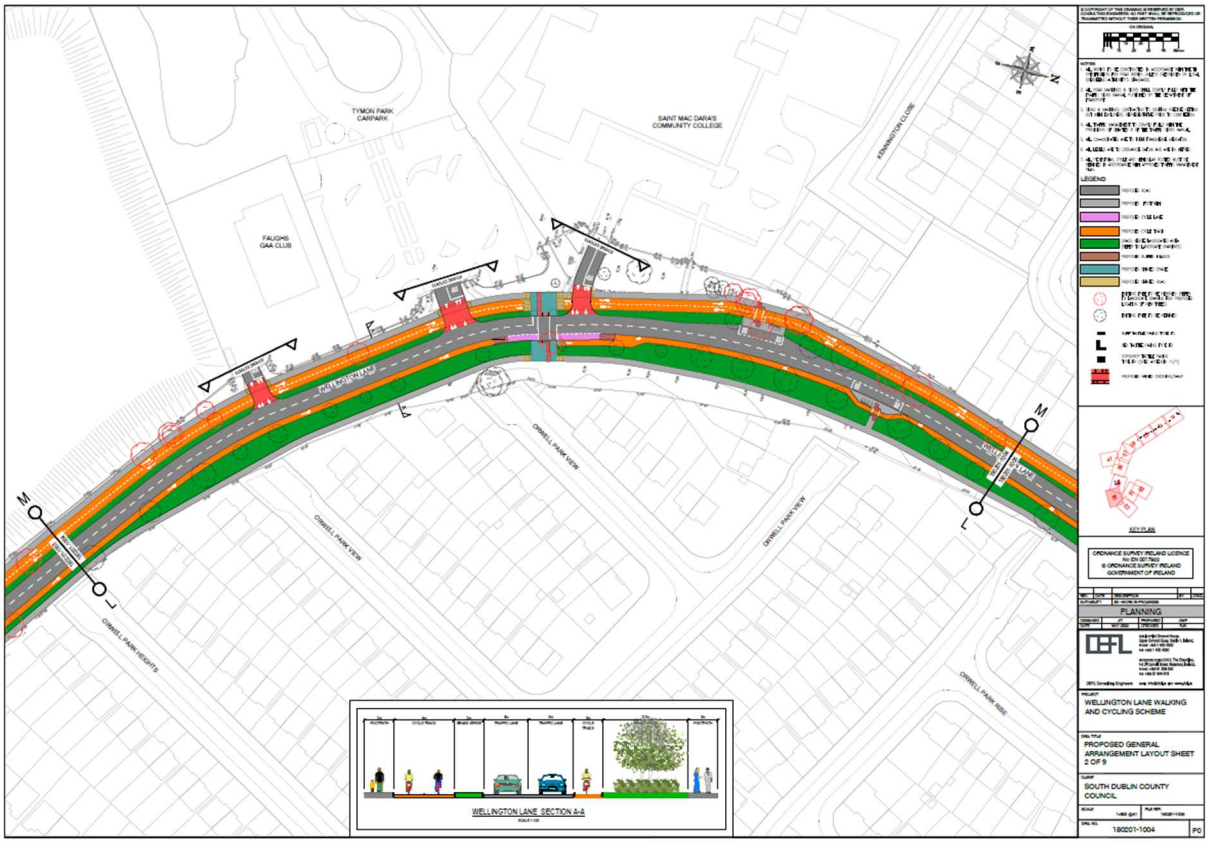


Figure 2-3 Orwell Park Heights (2 of 12)

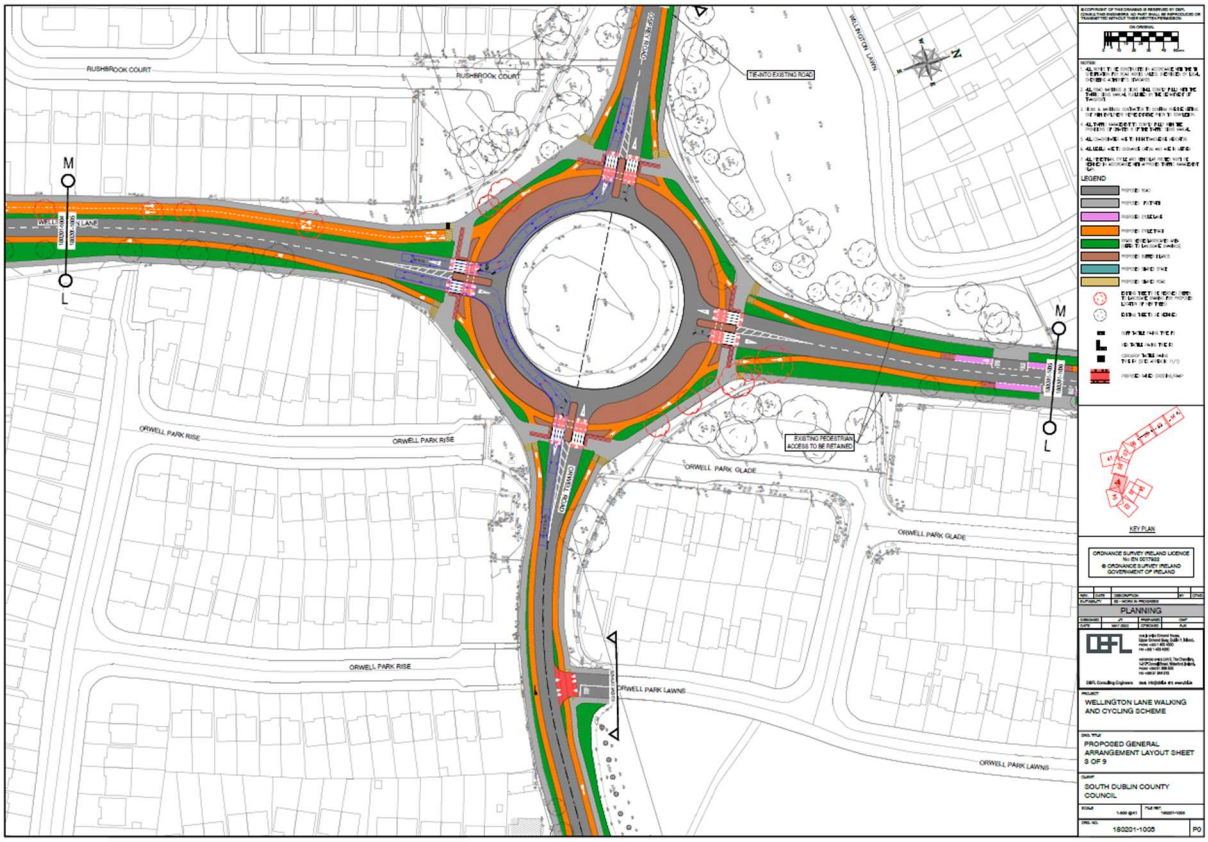


Figure 2-4 Orwell Roundabout (3 of 12)

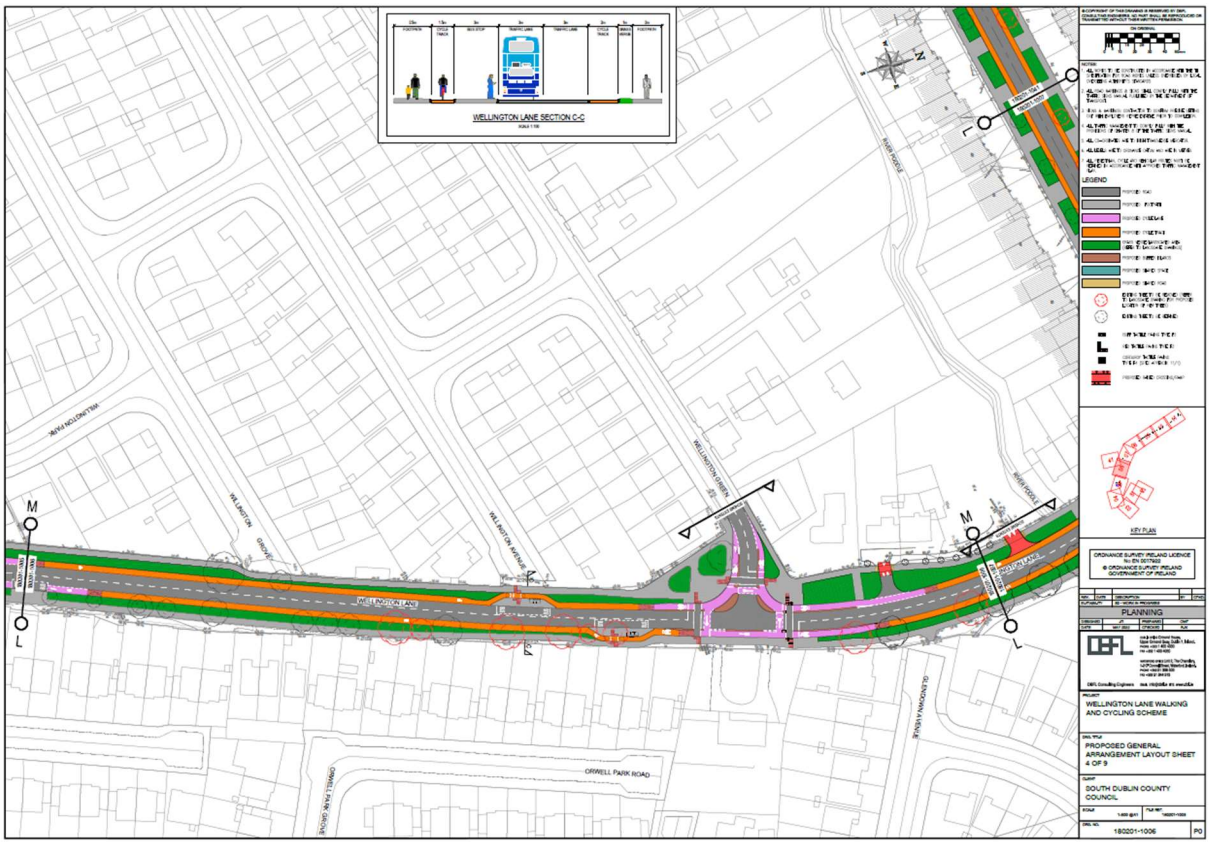


Figure 2-5 Willington Grove, Willington Ave., Willington Green (4 of 12)

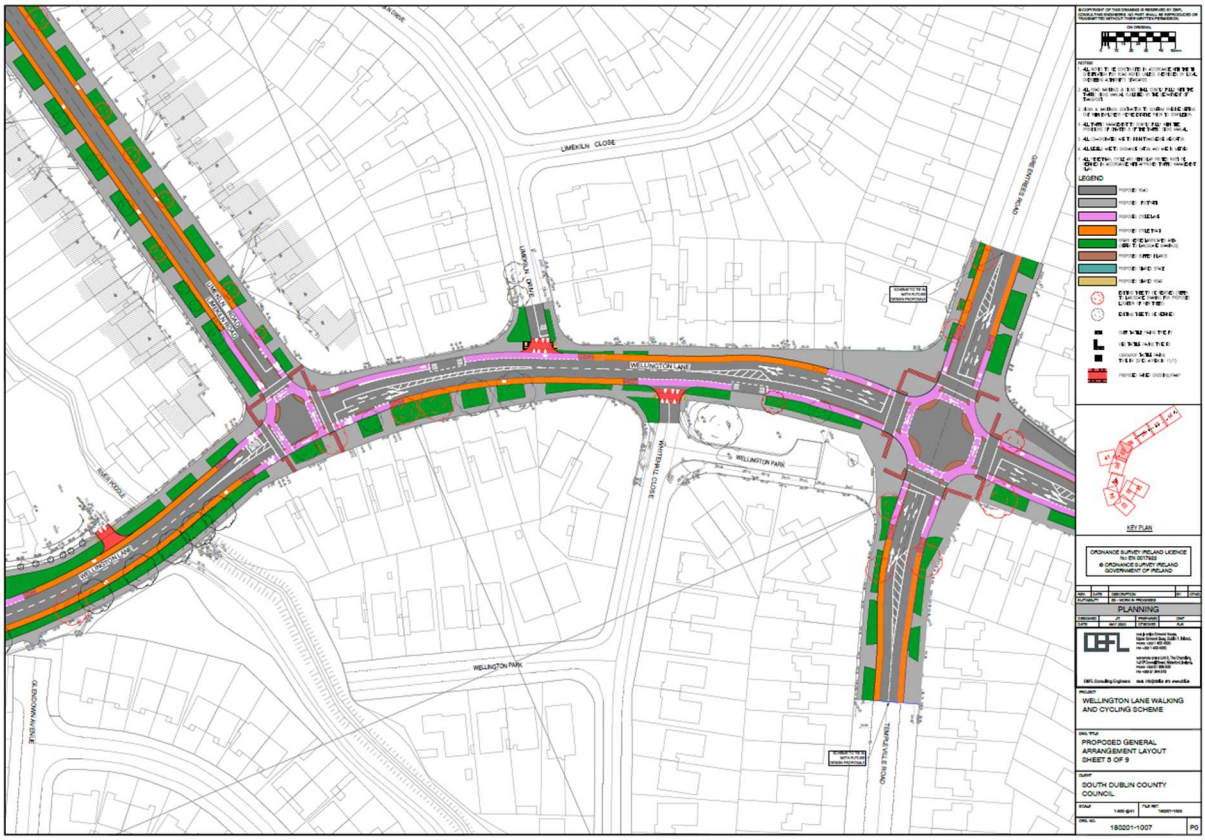


Figure 2-6 Limekiln Road and Greentrees Road (5 of 12)

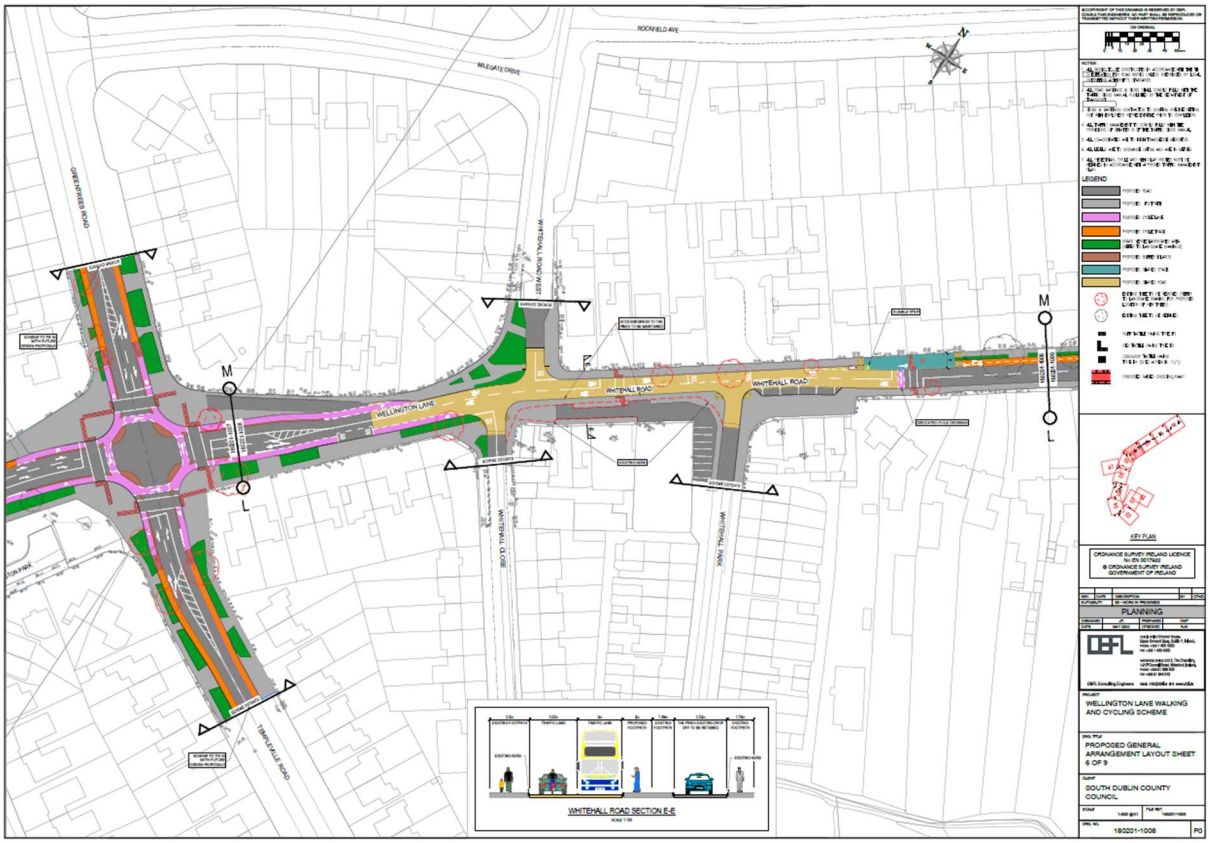


Figure 2-7 Whitehall Road (6 of 12)

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

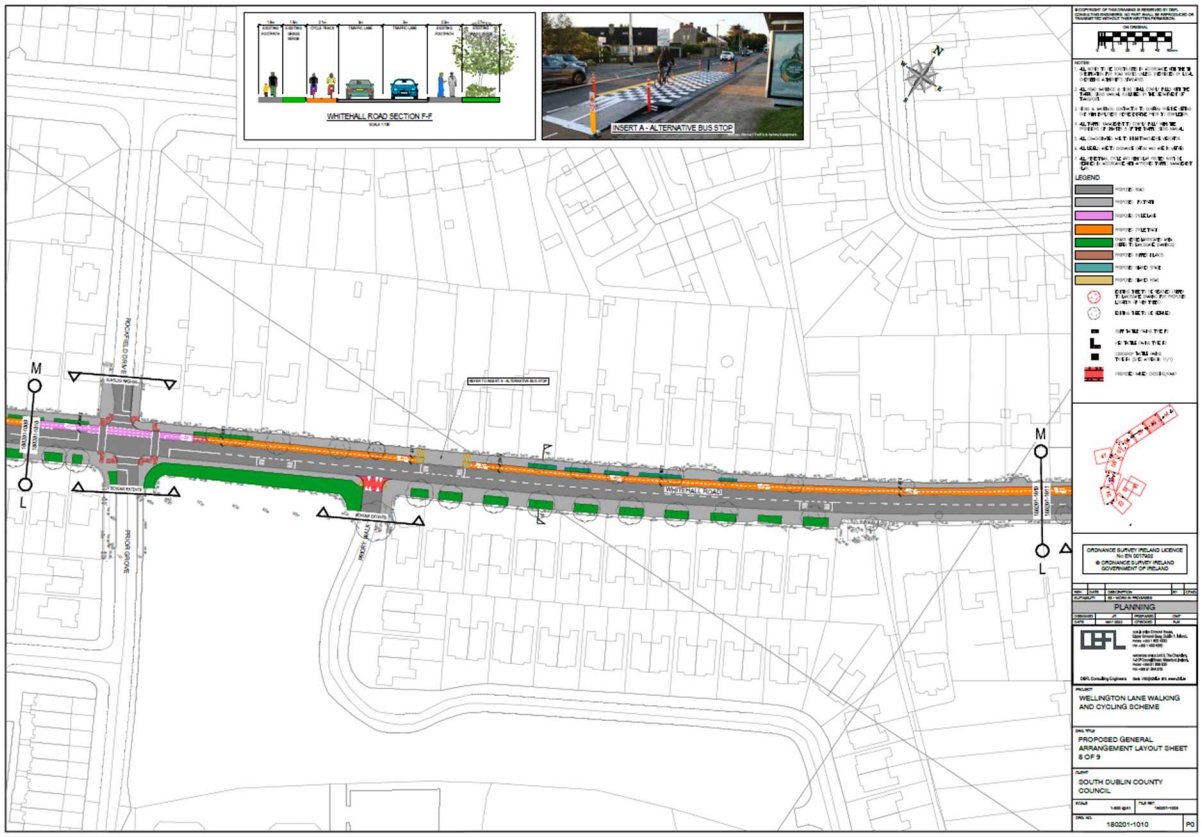


Figure 2-9 Whitehall Road (Rockwell Drive) (8 of 12)

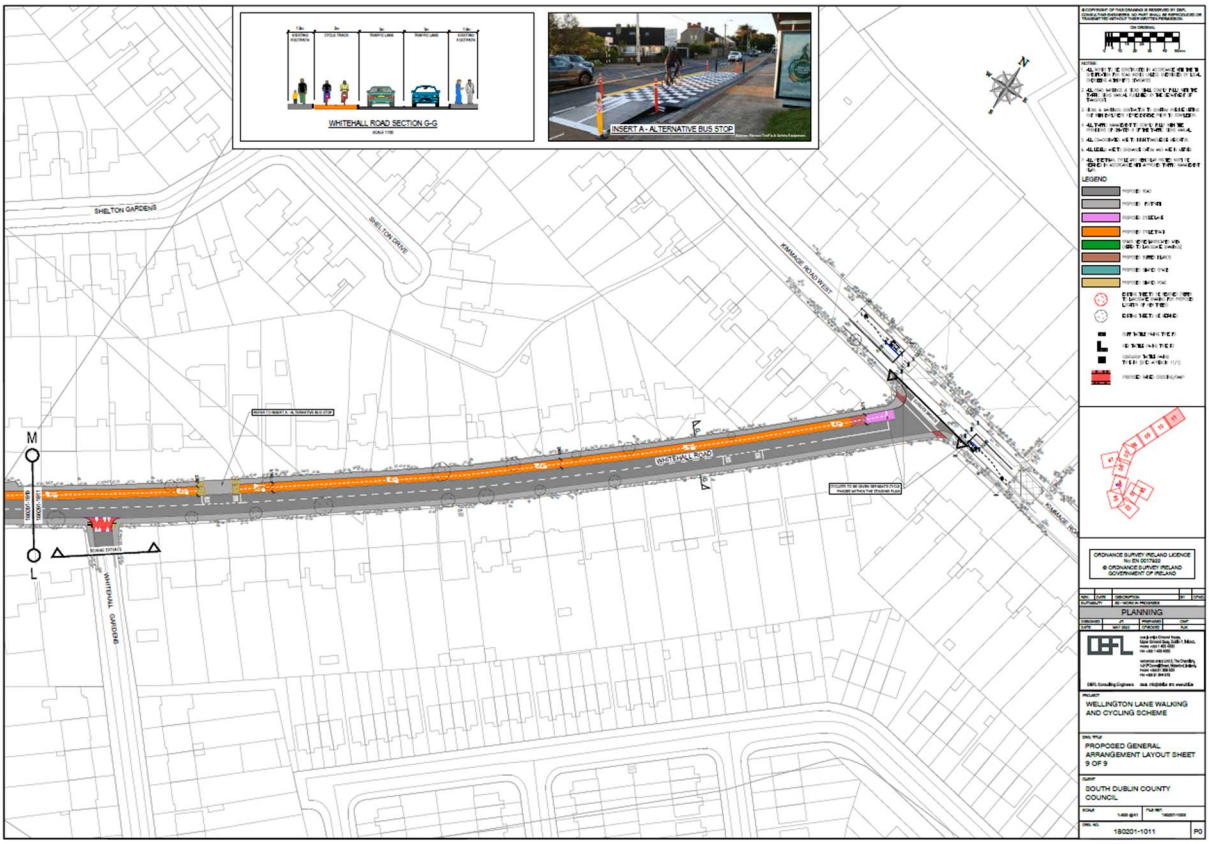


Figure 2-10 Whitehall Road (Kimmage Road West) (9 of 12)

Figure 2-11 Limekiln Road (10 of 12)

Figure 2-12 Rossmore Road (11 of 12)

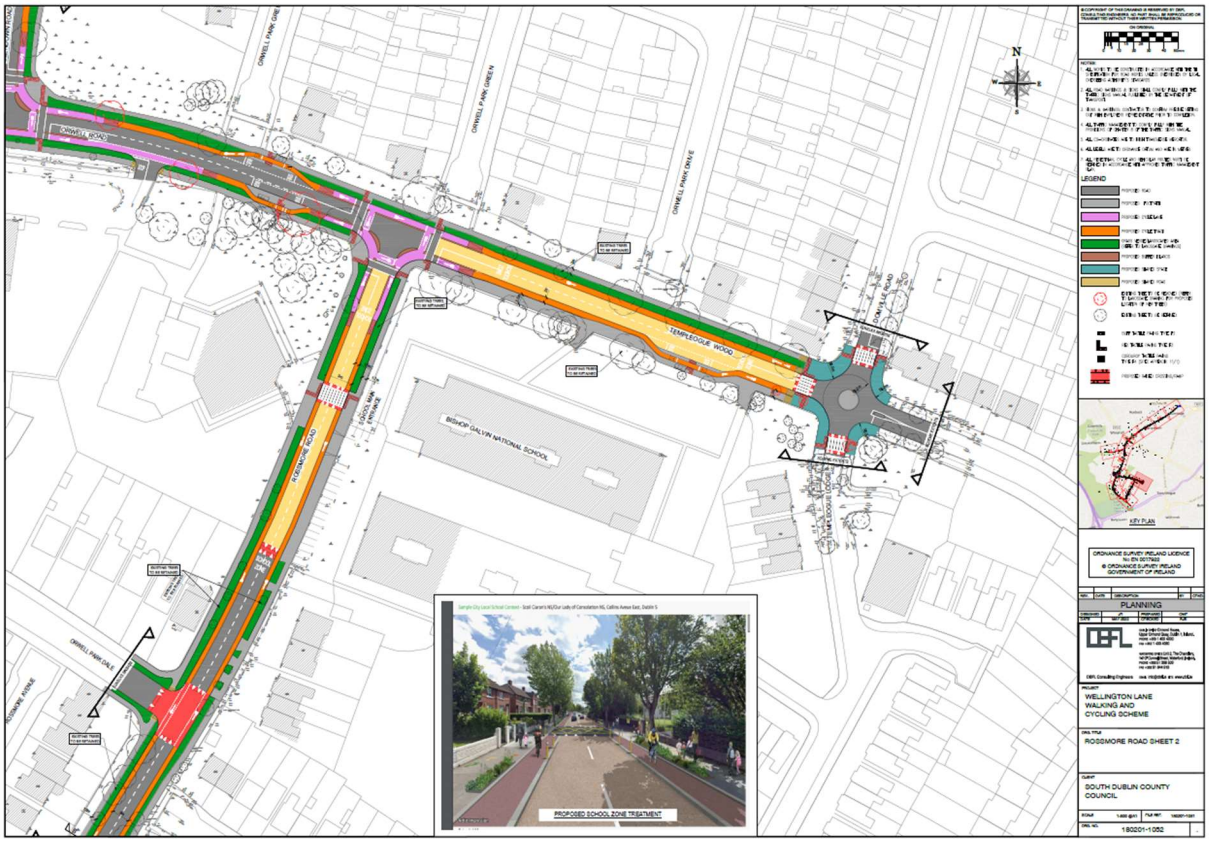


Figure 2-13 Rossmore Road/Templemore Road (12 of 12)

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 are 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 Whiteahall Road, where the route nears Kimmage Road West.

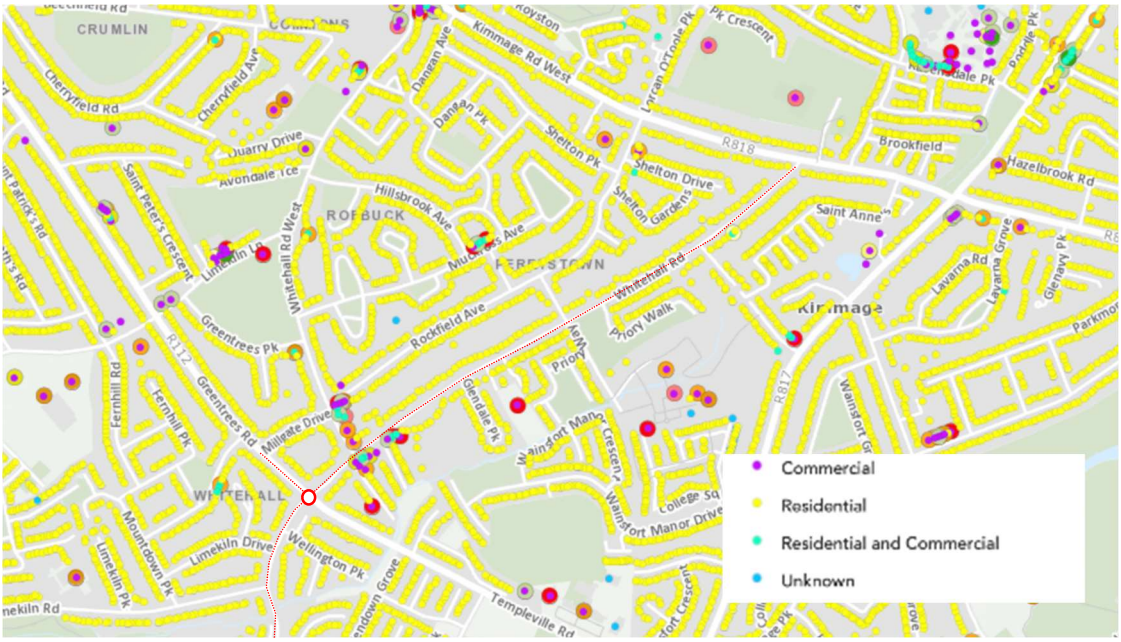


Figure 2-15 Land use in the vicinity of the project (2 of 2) (Source: Geodirectory - Myplan.ie)

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.

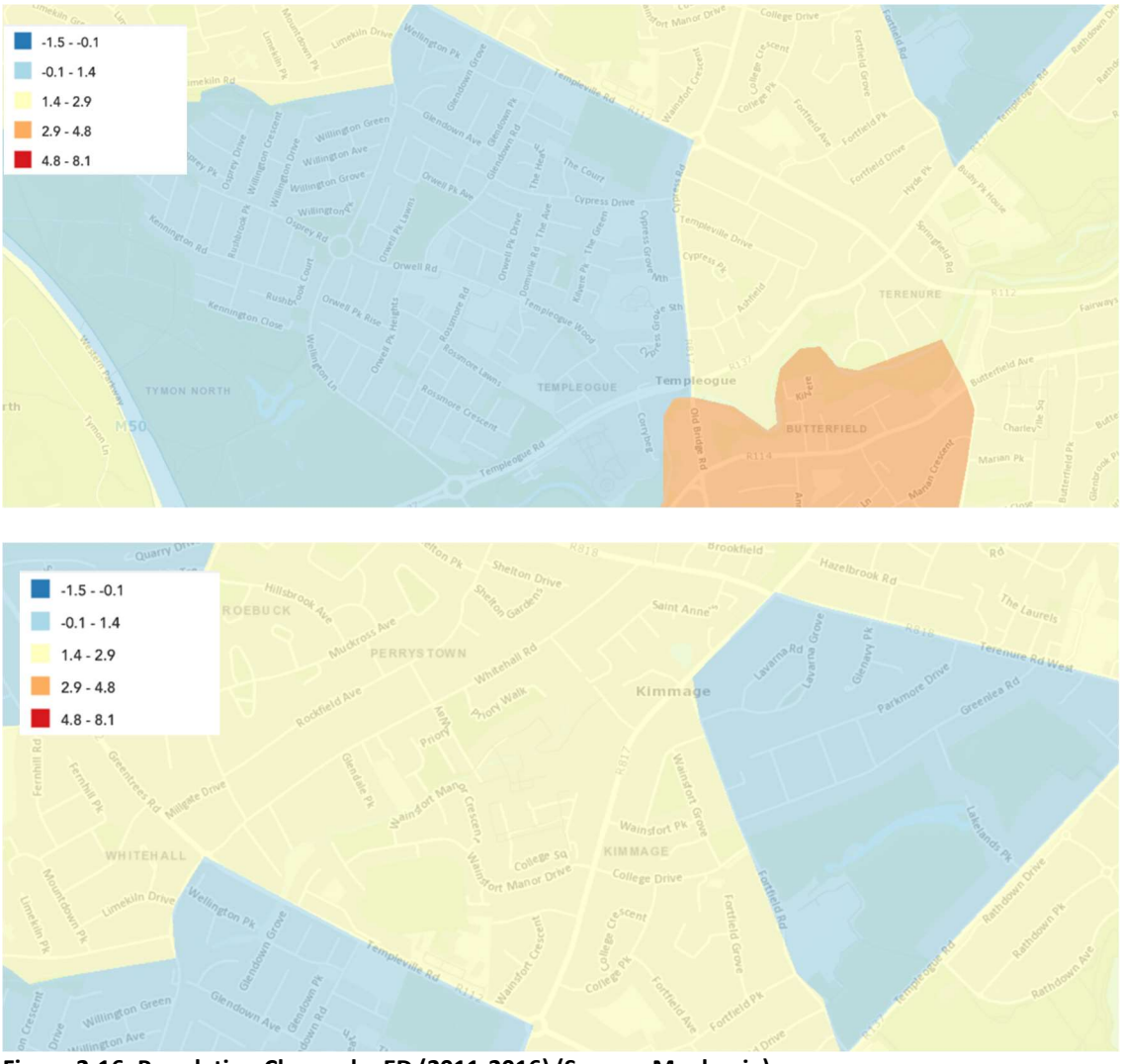


Figure 2-16: Population Change by ED (2011-2016) (Source: Myplan.ie)

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

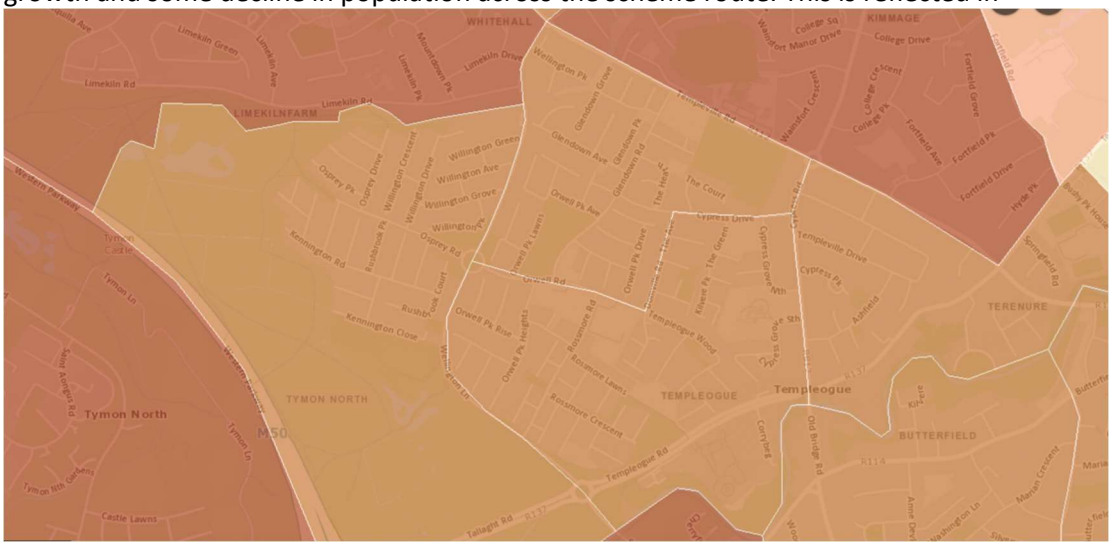
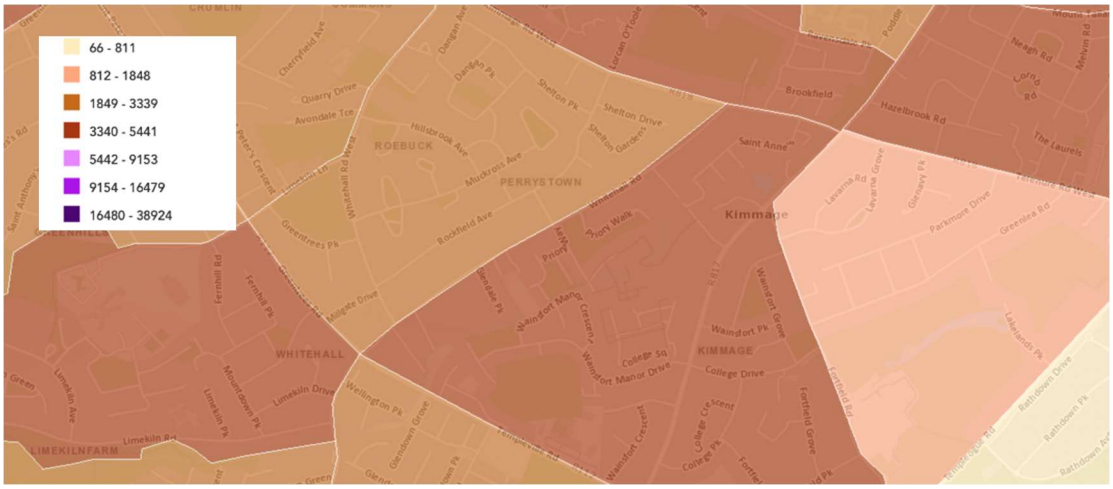


Figure 2-17 which shows that these areas have a low to moderate concentration of population. The more mature suburban areas around the route have maintained a relatively stable population level as might be expected.



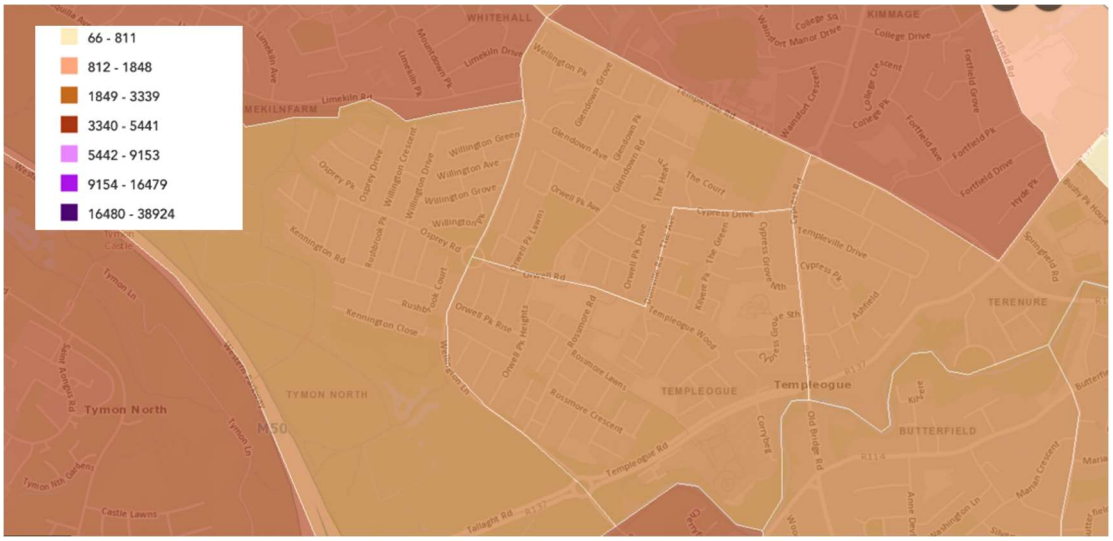


Figure 2-17 Population desnity by ED 2016 (Source: Myplan.ie)

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.

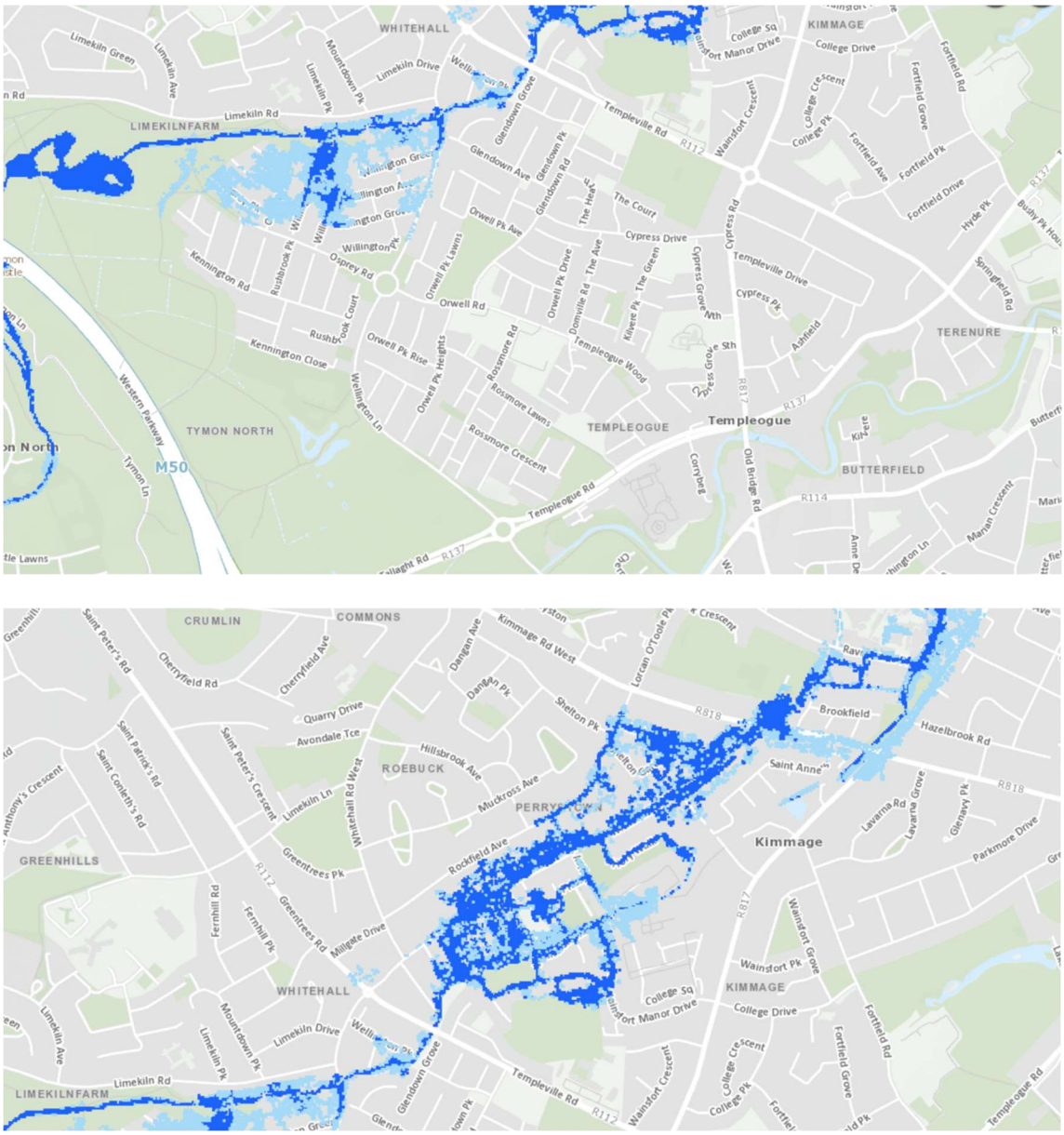


Figure 2-18: Environmental Sensitivity mapping of Flood Risk of the Scheme (Source: Myplan.ie)

Heritage

The project route does not include or adjoin any protected 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).

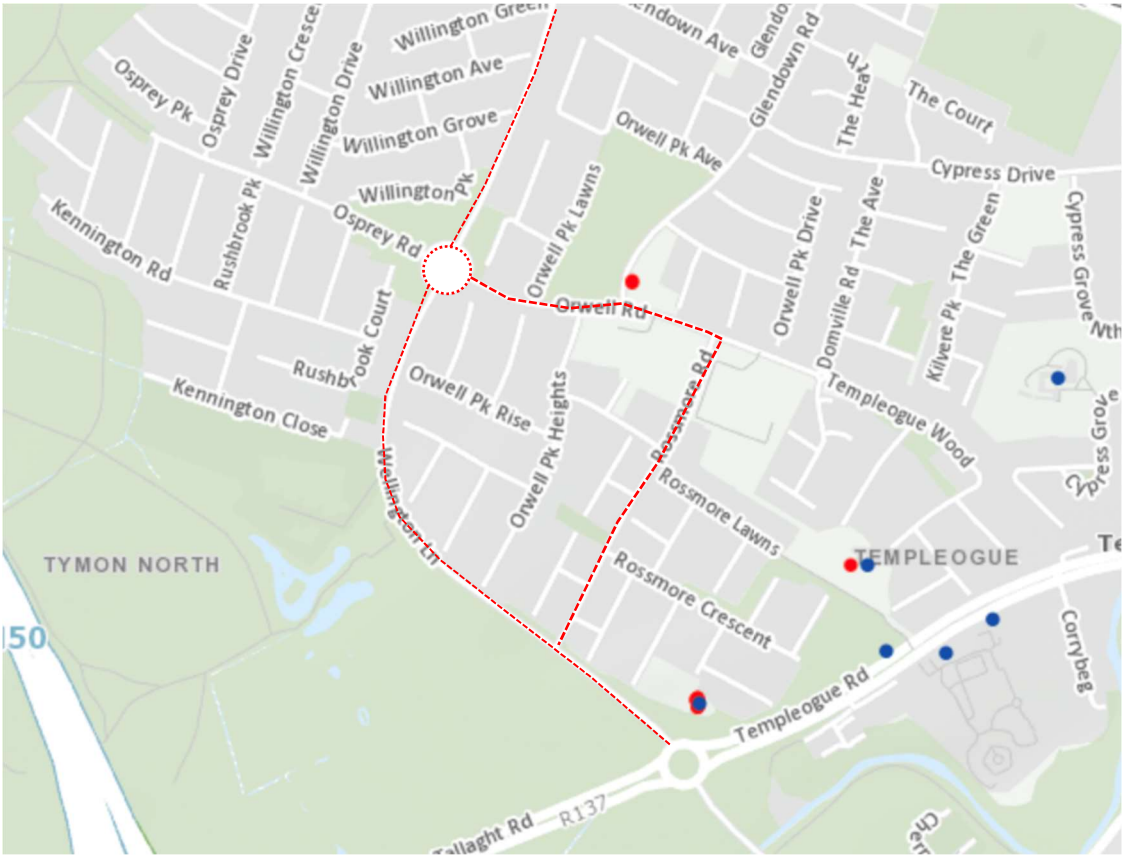


Figure 2-19 National Inventory of Architectural Heritage sites located adjacent to project

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

Record Number: 11216041 Classification: Graveyard/ cemetery	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.
Record Number: DU022-009002- Classification: Graveyard	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 grave slab (H 0.90m; Wth 0.52m; T 0.32m) with a plain cross in high relief (DU0 22-009005-; Handcock 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).
Record Number: DU022-009001- Classification: Church	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 (Handcock 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).
Record Number: DU022-009005-	Description:

Classification: Graveslab	In the graveyard SE of the church (DU022-009001-) is a narrow granite grave slab (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 grave slab 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:

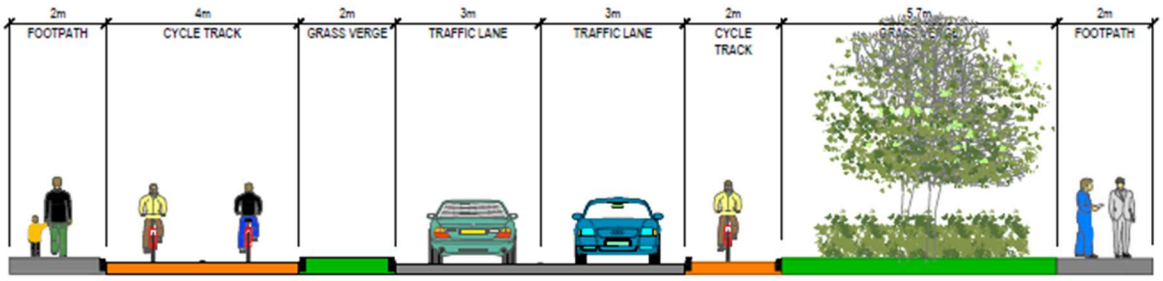
- Section 1: Wellington Lane/ Rossmore Road
- Section 2: Wellington Road Roundabout Junction
- Section 3: Wellington Lane Roundabout
- Section 4: Wellington Lane/ Wellington Green
- Section 5: Wellington Lane Roundabout Junction
- Section 6: Whitehall Lane/ Whitehall Road
- Section 7: Whitehall Road
- 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

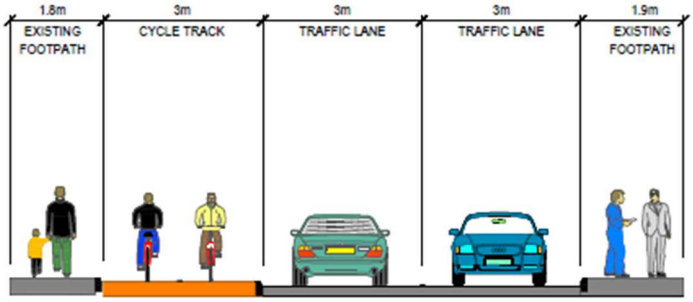
Figure 3.1 below illustrates the typical layout of project (along Wellington Lane), with a cross-section of segregated cycle lane situated either side of the carriageway with an amenity strip/verge separating the route from the footpath.

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.

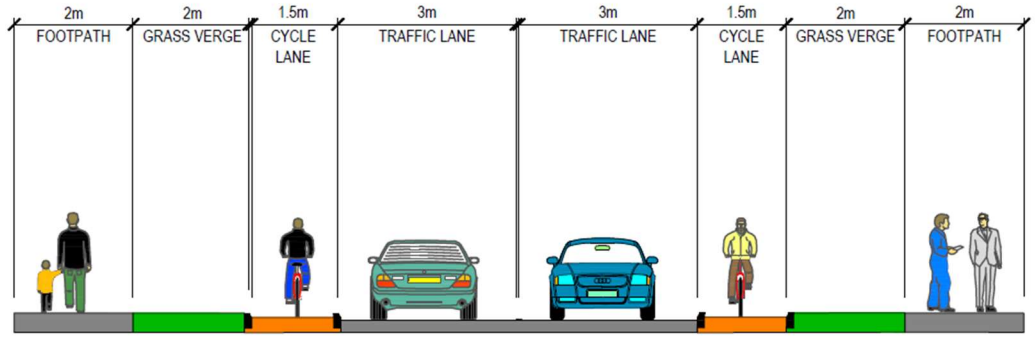
The design of the scheme differs throughout the project. The project provides for localised turning lanes and junction safety measures throughout the alignment. While the project will impact on the dimensions of the roadway, it is not proposed to divert or close any two-way traffic routes.



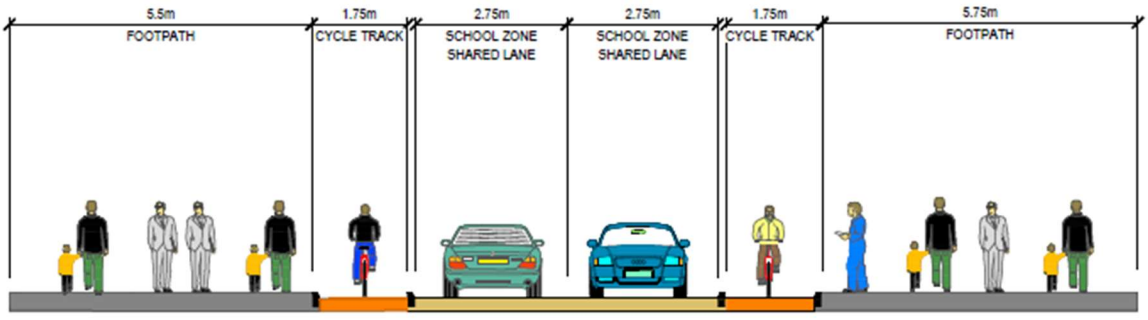
WELLINGTON LANE SECTION A-A



WHITEHALL ROAD SECTION G-G



ROSSMORE ROAD SECTION B-B



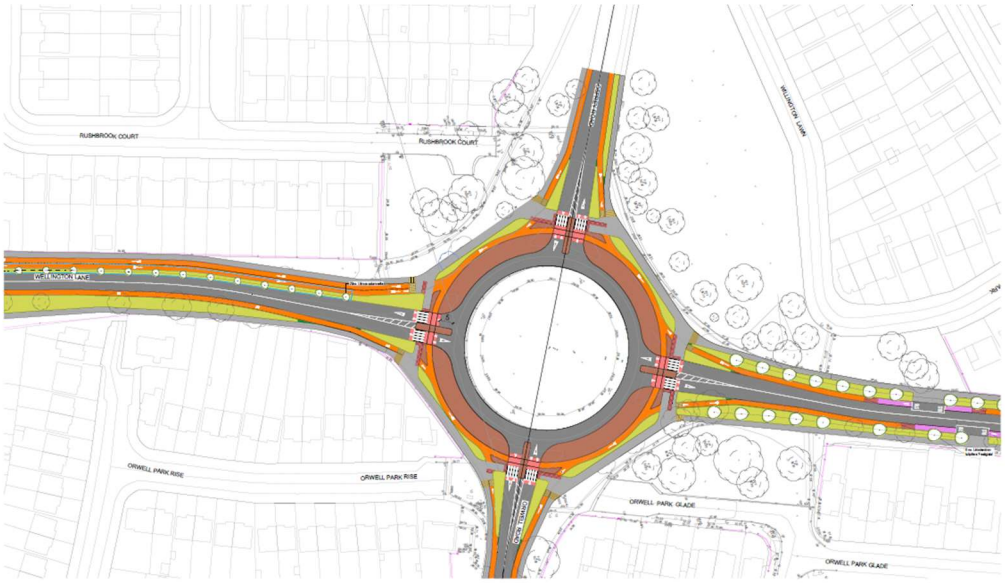
LIMEKILN ROAD SECTION D-D

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



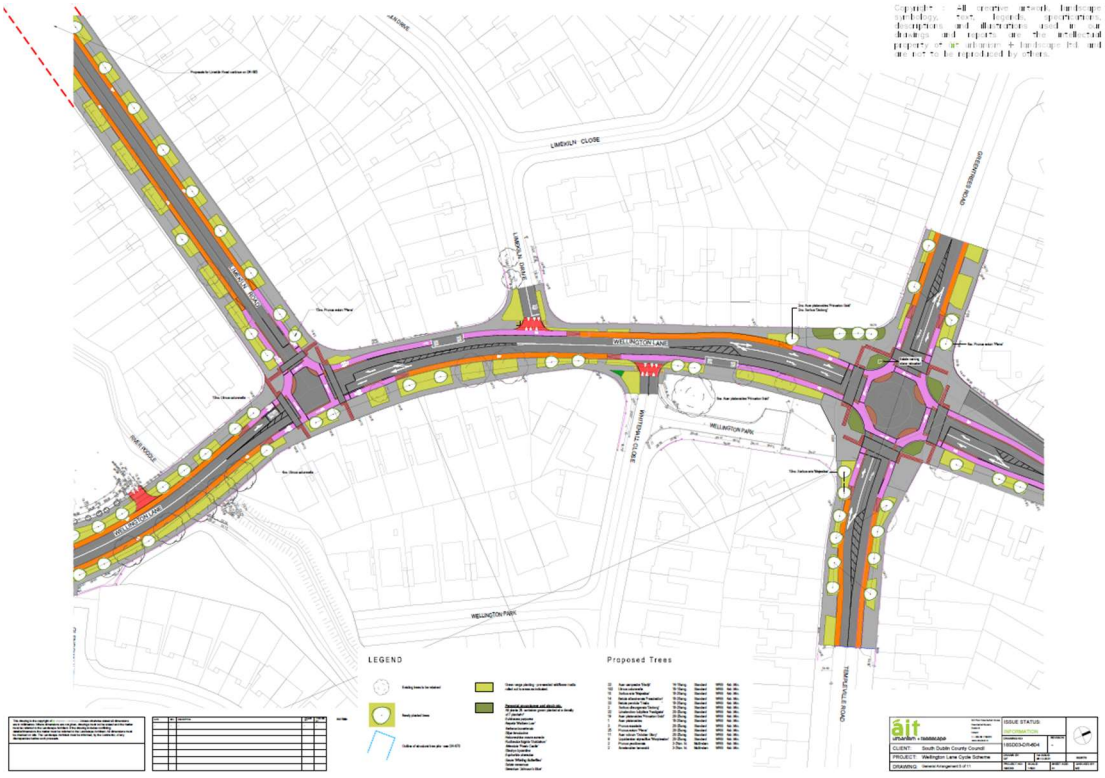


Figure 3-2 Landscape plan for junction designs under consideration along the route (Source: AIT Urbanism + Landscape)

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.'

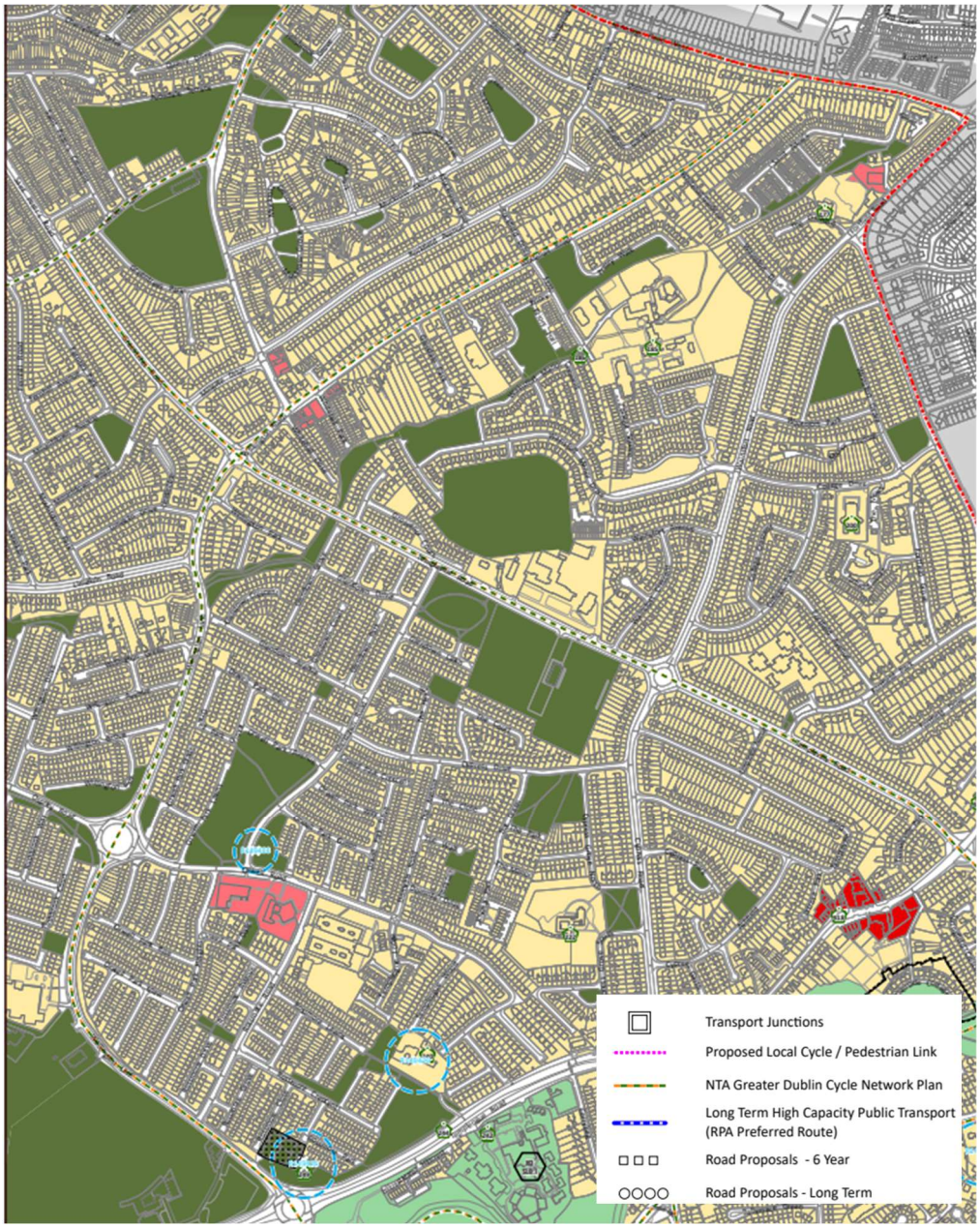


Figure 4-1 Landuse zoning along project alignment (source: myplan.ie)

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.

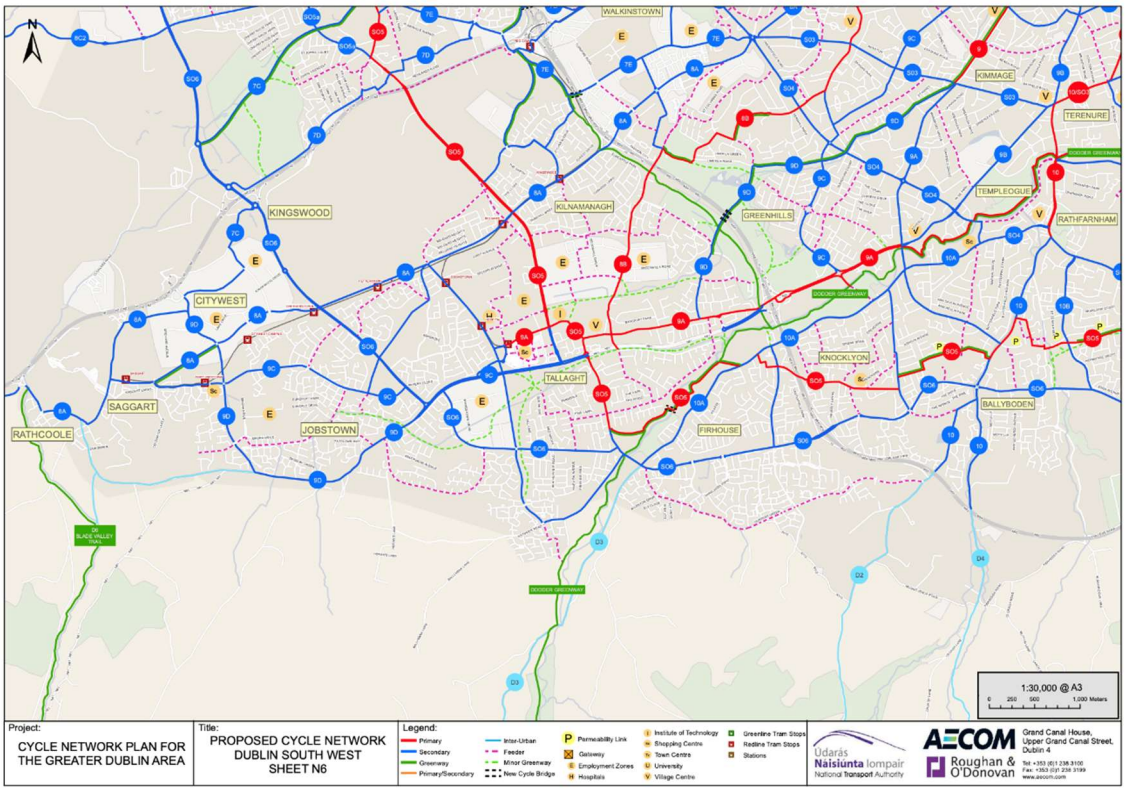


Figure 4-2 Excerpt from Greater Dublin Area Cycle Network Plan (Sheet 6)

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.

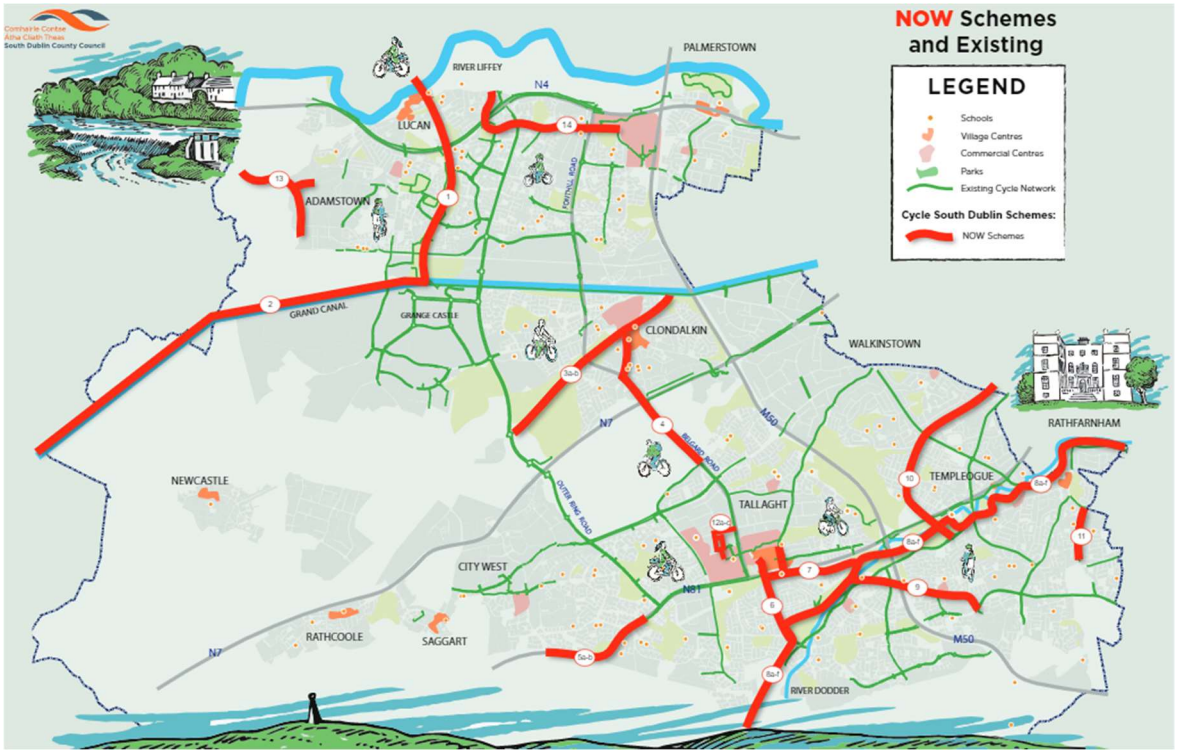


Figure 4-3 Extract from Cycle South Dublin consultation document (2020)

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
10. Infrastructure projects (b)(i) Construction of more than 500 dwelling units. (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. (iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres. (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.)	Planning and Development Regulations 2001-2021, Schedule 5, Part 2	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. 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] **Mandatory Threshold Trigger not reached**.
(dd) All private roads which would exceed 2000 metres in length.		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, Ecologistas en Acción-CODA, 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. **Mandatory Threshold Trigger not reached.**

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
(i) Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended[2]	The proposed project development is not a Motorway. **Mandatory Threshold Trigger not applicable.**

[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.**
(iv) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road. - The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area - 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]	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. The scheme does not provide for a new bridge or tunnel. 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. **Mandatory Threshold Trigger not reached.**

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 2[4].

[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".

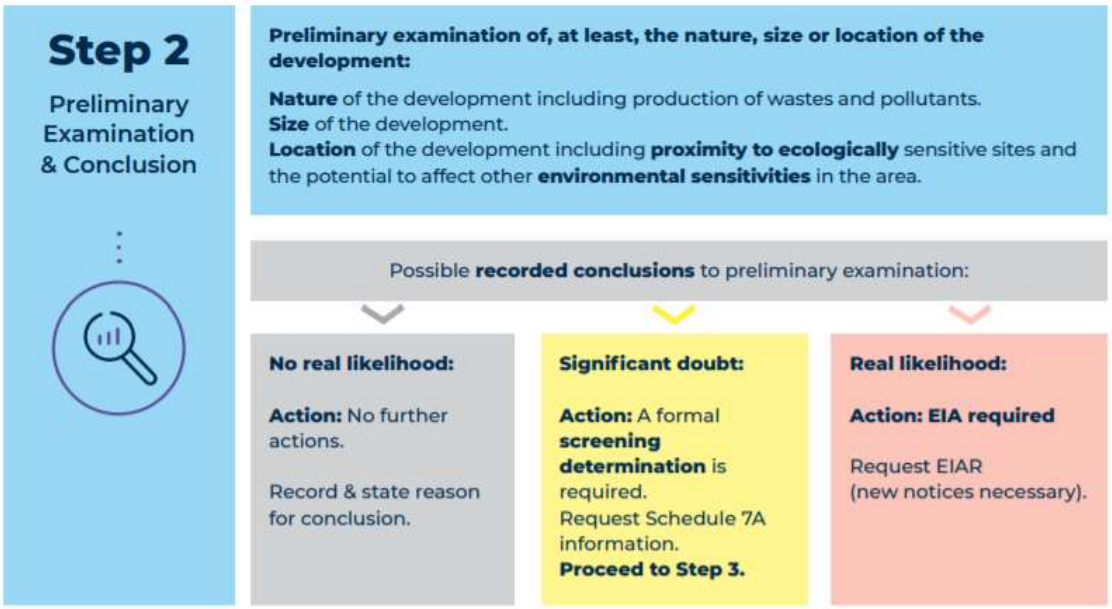


Figure 5-2 Extract from OPR Guidance Note (Step 2 of Screening Process)

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

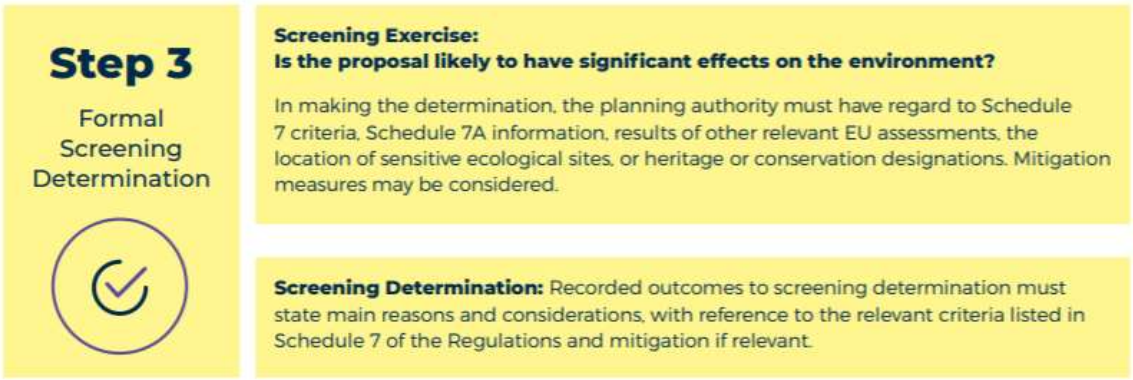


Figure 6-1 Extract OPR Guidance Note (Step 3)

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
1.Characteristics of proposed development The characteristics of proposed development, in particular to:	
a) the size of the proposed development,	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.
(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,	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.
(c) the nature of any associated demolition works,	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.
(d) the use of natural resources, in particular land, soil, water and biodiversity,	No significant natural resources will be used.
(e) the production of waste,	No significant waste streams will be generated.
(f) pollution and nuisances,	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.
(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	The proposal will provide improved and separated facilities for cyclists and reduce the risk of major accidents, and/or disasters in the area.
h) the risks to human health (for example, due to water contamination or air pollution).	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.

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,	The project is located within an urban area on public road ways and on made ground. 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.
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 Potential contamination due to accidental spillage Increased surface water run-off due to alteration of surface profile and soil compaction	Local Local Local	Likely Not Likely Likely	Slight Imperceptible Imperceptible	Negative Neutral Neutral	Permanent Brief 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	-	-	-	-	-

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—**	
a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	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).
(b) the nature of the impact	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. 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.
c) the transboundary nature of the impact	Not applicable due to scale and location of scheme
(d) the intensity and complexity of the impact,	Construction impacts will be temporary and of typically of low intensity. All elements of the project will take place within the road corridor. 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.
(e) the probability of the impact,	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.
(f) the expected onset, duration, frequency and reversibility of the	Temporary environmental impacts will occur. These are not likely to be significant, within the meaning of the Directive.
(g) the cumulation of the impact with the impact of other existing and/or	As noted at 1(b) earlier in this table, the project is proposed as part of a strategic cycle project for the

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	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.
(h) the possibility of effectively reducing the impact	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.

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.

Appendix C – AA Screening Report

ALTEMAR

Marine & Environmental Consultancy

Appropriate Assessment Screening for proposed improvements on cycle and pedestrian facilities around Wellington Lane, Templeogue, Co. Dublin.

9th August 2022

Prepared by: Bryan Deegan (MCIEEM) of Altemar Ltd.
On behalf of: South Dublin County Council

Altemar Ltd., 50 Templecarrig Upper, Delgany, Co. Wicklow. 00-353-1-2010713. info@altemar.ie
Directors: Bryan Deegan and Sara Corcoran
Company No.427560 VAT No. 9649832U
www.altemar.ie

Document Control Sheet			
Project	Appropriate Assessment Screening for proposed improvements on cycle and pedestrian facilities around Wellington Lane, Templeogue, Co. Dublin.		
Report	Appropriate Assessment Screening		
Date	5th August 2022		
Project No:		Document Reference:	
Version	Author	Reviewed	Date
A	Bryan Deegan		5th August 2022
Planning	Bryan Deegan		9th August 2022

Contents

Introduction

The following Appropriate Assessment (AA) (Screening Stage) has been prepared by **Altemar Ltd.** at the request of South Dublin County Council (SDCC) for the development of the Wellington Lane Walking & Cycle Scheme..

An Appropriate Assessment is an assessment of the potential effects of a proposed project or plan, on its own, or in combination with other plans or projects, on one or more NATURA 2000 sites. Natura 2000 sites are those sites designated as Special Areas of Conservation (SAC) or Special Protection Areas (SPA).

The AA (screening stage) examines the likely significant effects of a plan or project, either on its own, or in combination with other plans and projects, upon a Natura 2000 site and considers whether, on the basis of objective scientific evidence, it can be concluded that there are not likely to be significant effects on any European site, in view of best scientific knowledge and the conservation objectives of the relevant European sites.

Altemar Ltd.

Since its inception in 2001, Altemar has been delivering ecological and environmental services to a broad range of clients. Operational areas include: residential; infrastructural; renewable; oil & gas; private industry; Local Authorities; EC projects; and, State/semi-State Departments. Bryan Deegan, the managing director of Altemar, is an Environmental Scientist and Marine Biologist with 27 years' experience working in Irish terrestrial and aquatic environments, providing services to the State, Semi-State and industry. He is currently contracted to Inland Fisheries Ireland as the sole "External Expert" to environmentally assess internal and external projects. He is also chair of an internal IFI working group on environmental assessment. Bryan Deegan (MCIEEM) holds a MSc in Environmental Science, BSc (Hons.) in Applied Marine Biology, NCEA National Diploma in Applied Aquatic Science and a NCEA National Certificate in Science (Aquaculture). Bryan Deegan carried out all elements of this Appropriate Assessment Screening.

Background to the Appropriate Assessment

The Habitats Directive (92/43/EEC), together with the Birds Directive (2009/1477/EC), forms the cornerstone of European nature conservation policy. The Directive protects over 1000 animals and plant species and over 200 *"habitat types"* which are of European importance. In the Directive, Articles 3 to 9 provide the legislative means to protect habitats and species of European Community interest through the establishment and conservation of an EU-wide network of conservation sites (NATURA 2000).

These are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Birds Directive. Article 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect NATURA 2000 sites (Annex 1.1). Article 6(3) establishes the requirement for Appropriate Assessment:

"Any plan or project not directly connected with or necessary to the management of the [NATURA 2000] site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subjected to appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implication for the site and subject to the provisions of paragraph 4, the component national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

Furthermore, as outlined in the EC guidance document on Article 6(4) (January 2007)[1]:

"Appropriate assessments of the implications of the plan or project for the site concerned must precede its approval and take into account the cumulative effects which result from the combination of that plan or project with other plans or projects in view of the site's conservation objectives. This implies that all aspects of the plan or project which can, either individually or in combination with other plans or projects, affect those objectives must be identified in the light of the best scientific knowledge in the field.

Assessment procedures of plans or projects likely to affect NATURA 2000 sites should guarantee full consideration of all elements contributing to the site integrity and to the overall coherence of the network, both in the definition of the baseline conditions and in the stages leading to identification of potential impacts, mitigation measures and residual impacts. These determine what has to be compensated, both in quality and quantity. Regardless of whether the provisions of Article 6(3) are delivered following existing environmental impact assessment procedures or other specific methods, it must be ensured that:

- *Article 6(3) assessment results allow full traceability of the decisions eventually made, including the selection of alternatives and any imperative reasons of overriding public interest.*
- *The assessment should include all elements contributing to the site's integrity and to the overall coherence of the network as defined in the site's conservation objectives and Standard Data Form, and be based on best available scientific knowledge in the field. The information required should be updated and could include the following issues:*
    - *Structure and function, and the respective role of the site's ecological assets;*
    - *Area, representativity and conservation status of the priority and nonpriority habitats in the site;*
    - *Population size, degree of isolation, ecotype, genetic pool, age class structure, and conservation status of species under Annex II of the Habitats Directive or Annex I of the Birds Directive present in the site;*

[1] European Commission. (2007).Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interest, compensatory measures, overall coherence, opinion of the commission.

- *Role of the site within the biographical region and in the coherence of the NATURA 2000 network; and,*
- *Any other ecological assets and functions identified in the site.*

- *It should include a comprehensive identification of all the potential impacts of the plan or project likely to be significant on the site, taking into account cumulative impacts and other impacts likely to arise as a result of the combined action of the plan or project under assessment and other plans or projects.*
- *The assessment under Article 6(3) applies the best available techniques and methods, to estimate the extent of the effects of the plan or project on the biological integrity of the site(s) likely to be damaged.*
- *The assessment provides for the incorporation of the most effective mitigation measures into the plan or project concerned, in order to avoid, reduce or even cancel the negative impacts on the site.*
- *The characterisation of the biological integrity and the impact assessment should be based on the best possible indicators specific to the NATURA 2000 assets which must also be useful to monitor the plan or project implementation."*

Methodology

This Appropriate Assessment screening was undertaken in accordance with the European Commission Methodological Guidance on the provision of Article 6(3) and 6(4) of the 'Habitats' Directive 92/43/EEC (EC, 2001), Part XAB of the Planning and Development Act 2000, as amended, in addition to the December 2009 publication from the Department of Environment, Heritage and Local Government; 'Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities' and the European Communities (Birds and Natural Habitats) Regulations 2011 and the provision of Article 6 of the Habitats Directive 92/43/EEC (European Commission, 21 November 2018).

In order to comply with the above Guidelines and legislation, the Appropriate Assessment Screening process must be structured as follows:

- Description of the proposed project or plan;
- Identification of NATURA 2000 sites potentially affected;
- Identification and description of individual in combination effects likely to result from the proposed project;
- Assessment of the likely significance of the effects identified above. Exclusion of sites where it can be objectively concluded that there will be no likely significant effects; and,
- Conclusions.

Stage 1 Screening Assessment

Management of the Site

The proposed project is not necessary to the management of a Natura 2000 site.

Description of the Proposed Project

South Dublin County Council (SDCC) are proposing the development of the of the Wellington Lane Walking & Cycle Scheme. The main scheme route, which aims to provide improved cycle and pedestrian facilities, 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 has also been extended to include Rossmore Road, Orwell Road, Templeogue Wood 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 scheme, over its majority, provides off road protected cycle track facilities. Pedestrian footpaths and crossings are proposed to be upgraded with crossings located on desire lines. Bus stops are proposed to be upgraded along the scheme route where feasible. A landscaping plan has been proposed over the main routes within the scheme that proposes improved urban realm and additional trees along the route.

Drainage

Surface Water Drainage

Gullies located along the majority of the route will be required to be relocated as part of the scheme proposals to locate off road cycle track facilities. Gullies will also be required to be relocated at the Orwell Road and Templeville Road roundabouts as part of the scheme design. Additional hardstanding may be required in some areas of the scheme route. Appropriate attenuation will be specified at detailed design stage if required.

Figure 1. Site Outline.

Figure 2. Satellite image of the proposed development site.

Identification of Relevant Natura 2000 Sites

The proposed works are not located within a NATURA 2000 site. The NATURA 2000 sites within 15 kilometres of the subject site are detailed in Table 1 and Figures 6 to 11. Their features of interest and the potential impact of the works on these features of interest are showcased in Table 2.

No Natura 2000 sites are deemed to be in the potential Zone of Influence (ZoI). However, following the precautionary principle, screening of all Natura 2000 sites within 15km and those with a direct/indirect pathway beyond 15km is carried out. It is found there are no Natura 2000 sites with a direct/indirect pathway beyond 15km.

NATURA 2000 Site	Distance	Direct Hydrological / Biodiversity Connection
Special Areas of Conservation		
Glenasmole Valley SAC	5km	No
Wicklow Mountains SAC	6.5km	No
South Dublin Bay SAC	6.5km	No
North Dublin Bay SAC	9.7km	No
Knocksink Wood SAC	11.5km	No
Rye Water Valley/ Carton SAC	12.4m	No
Ballyman Glen SAC	14km	No
Rockabill to Dalkey Island SAC	14.3km	No
Special Protection Area		
Wicklow Mountains SPA	6.3km	No
South Dublin Bay and River Tolka Estuary SPA	6.5km	No
North Bull Island SPA	7.2km	No
Dalkey Islands SPA	14.5km	No

The initial screening of NATURA 2000 sites within 15km, their features of interest and the Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in adverse effects (without mitigation measures) on each NATURA 2000 site and features of interest, are seen in Table 2.

The distance of 10km was selected as there is no direct or indirect hydrological pathway from the proposed development site to the Natura 2000 sites beyond 10km and no impact is foreseen on these sites.

NATURA Code	Name	Screened IN/OUT	Details/Reason
Special Protection Areas			
IE 004040	Wicklow Mountains SPA	**Out**	**Conservation Objective:** To maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA: **Qualifying Interests** Merlin (Falco columbarius) [A098] Peregrine (Falco peregrinus) [A103] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located in an urban environment 6.3km from this SPA. There is no direct pathway from the proposed development to the SPA.

			The development is within an urban area with residential housing and as a result will need to comply with standard health and safety requirements in relation to dust and noise. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on Natura 2000 sites. No potential impact is foreseen. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects likely**
IE004024	South Dublin Bay and River Tolka Estuary SPA	**Out**	**Conservation Objective:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Qualifying Interests** Light-bellied Brent Goose (Branta bernicla hrota) [A046] Oystercatcher (Haematopus ostralegus) [A130] Ringed Plover (Charadrius hiaticula) [A137] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Bar-tailed Godwit (Limosa lapponica) [A157] Redshank (Tringa totanus) [A162] Black-headed Gull (Chroicocephalus ridibundus) [A179] Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193] Arctic Tern (Sterna paradisaea) [A194] Wetland and Waterbirds [A999] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 6.5km from this SPA. There is no direct pathway from the proposed development to the SPA. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SPA (6.5 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SPA In the absence of mitigation, no significant effects on this SPA are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects likely**

IE004006	North Bull Island SPA	**Out**	**Conservation Objective:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Qualifying Interests** Light-bellied Brent Goose (Branta bernicla hrota) [A046] Shelduck (Tadorna tadorna) [A048] Teal (Anas crecca) [A052] Pintail (Anas acuta) [A054] Shoveler (Anas clypeata) [A056] Oystercatcher (Haematopus ostralegus) [A130] Golden Plover (Pluvialis apricaria) [A140] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Black-tailed Godwit (Limosa limosa) [A156] Bar-tailed Godwit (Limosa lapponica) [A157] Curlew (Numenius arquata) [A160] Redshank (Tringa totanus) [A162] Turnstone (Arenaria interpres) [A169] Black-headed Gull (Chroicocephalus ridibundus) [A179] Wetland and Waterbirds [A999] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 7.2km from this SPA. There is no direct pathway from the proposed development to the SPA. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SPA (7.2 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SPA. In the absence of mitigation, no significant effects on this SPA are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects likely**
IE004172	Dalkey Islands SPA	**Out**	**Conservation Objective:** To maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA: **Qualifying Interests** Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193] Arctic Tern (Sterna paradisaea) [A194]

			Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects. The proposed development site is located 14.5km from this SPA. There is no direct pathway from the proposed development to the SPA. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SPA (14.5 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SPA. In the absence of mitigation, no significant effects on this SPA are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects likely**
Special Areas of Conservation			
IE001209	Glenasmole Valley SAC	**Out**	**Conservation Objective:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Qualifying Interests** Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) [6210] Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) [6410] Petrifying springs with tufa formation (Cratoneurion) [7220] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 5km from this SAC. There is no direct or indirect hydrological connection between the subject site and this SAC. No potential impact is foreseen. There is no direct or indirect pathway from this site to the SAC. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects likely**
IE 002122	Wicklow Mountains SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest**

			Active raised bogs [7110] Degraded raised bogs still capable of natural regeneration [7120] Depressions on peat substrates of the Rhynchosporion [7150] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 6.5km from this SAC. There is no direct or indirect hydrological connection between the subject site and this SAC. No potential impact is foreseen. There is no direct or indirect pathway from this site to the SAC. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects likely**
IE000210	South Dublin Bay SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Active raised bogs [7110] Degraded raised bogs still capable of natural regeneration [7120] Depressions on peat substrates of the Rhynchosporion [7150] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 6.5km from this SAC. There is no direct pathway from the proposed development to the SAC. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SAC (6.5 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SAC. In the absence of mitigation, no significant effects on this SAC are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects are likely**
IE000206	North Dublin Bay SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the

			overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210] Petrifying springs with tufa formation (Cratoneurion) [7220] Alkaline fens [7230] Vertigo geyeri (Geyer's Whorl Snail) [1013] Vertigo angustior (Narrow-mouthed Whorl Snail) [1014] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 9.7km from this SAC. There is no direct pathway from the proposed development to the SAC. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SAC (9.7 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SAC. In the absence of mitigation, no significant effects on this SAC are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects are likely**
IE000725	Knocksink Wood SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Petrifying springs with tufa formation (Cratoneurion) [7220] Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 11.5km from this SAC. There is no direct or indirect hydrological connection between the subject site and this SAC.

			No potential impact is foreseen. There is no direct or indirect pathway from this site to the SAC. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects are likely**
IE001398	Rye Water Valley/ Carton SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Petrifying springs with tufa formation (Cratoneurion) [7220] Vertigo angustior (Narrow-mouthed Whorl Snail) [1014] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 12.4km from this SAC. There is no direct or indirect hydrological connection between the subject site and this SAC. No potential impact is foreseen. There is no direct or indirect pathway from this site to the SAC. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects are likely**
IE000713	Ballyman Glen SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Petrifying springs with tufa formation (Cratoneurion) [7220] Alkaline fens [7230] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 14km from this SAC. There is no direct or indirect hydrological connection between the subject site and this SAC. No potential impact is foreseen. There is no direct or indirect pathway from this site to the SAC. The construction and operation of the proposed development will not impact on the conservation interests of the site. **No significant effects are likely**
IE003000	Rockabill to Dalkey Island SAC	**Out**	**Conservation Objectives:** The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the

			overall maintenance of favourable conservation status of those habitats and species at a national level. **Features of Interest** Reefs [1170] Phocoena phocoena (Harbour Porpoise) [1351] **Source/Pathway/Receptor links between the works and the Natura 2000 site, with the potential to result in significant adverse effects.** The proposed development site is located 14.3km from this SAC. There is no direct pathway from the proposed development to the SAC. Drainage from the site drain to the public surface network which discharge into the River Poddle and River Dodder. As a result, there is no direct pathway from the proposed project to Natura 2000 sites. Given the minimum distance to this SAC (14.5 km) along this indirect pathway, any silt or pollutants will settle, be dispersed, or diluted to negligible levels and will not significantly impact on the conservation objectives of this SAC. In the absence of mitigation, no significant effects on this SAC are likely. The construction and operation of the proposed development will have no significant effect on the conservation interests of the site. No specific mitigation measures are deemed necessary to limit the effects of the proposed development on European sites. **No significant effects are likely**

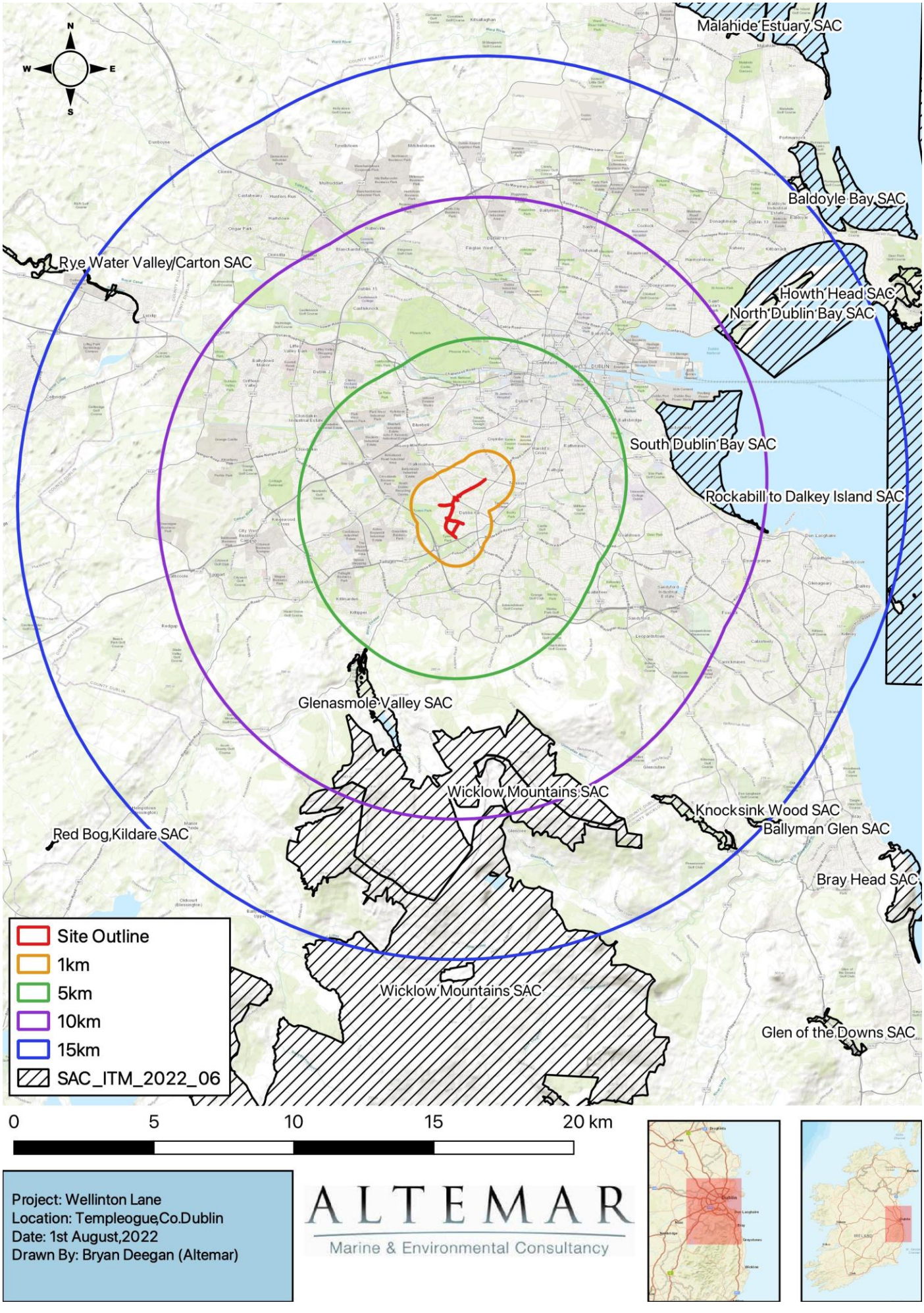


Figure 6. Special Areas of Conservation within 15km.

Figure 8. Satellite imagery of waterbodies within close proximity to the site.

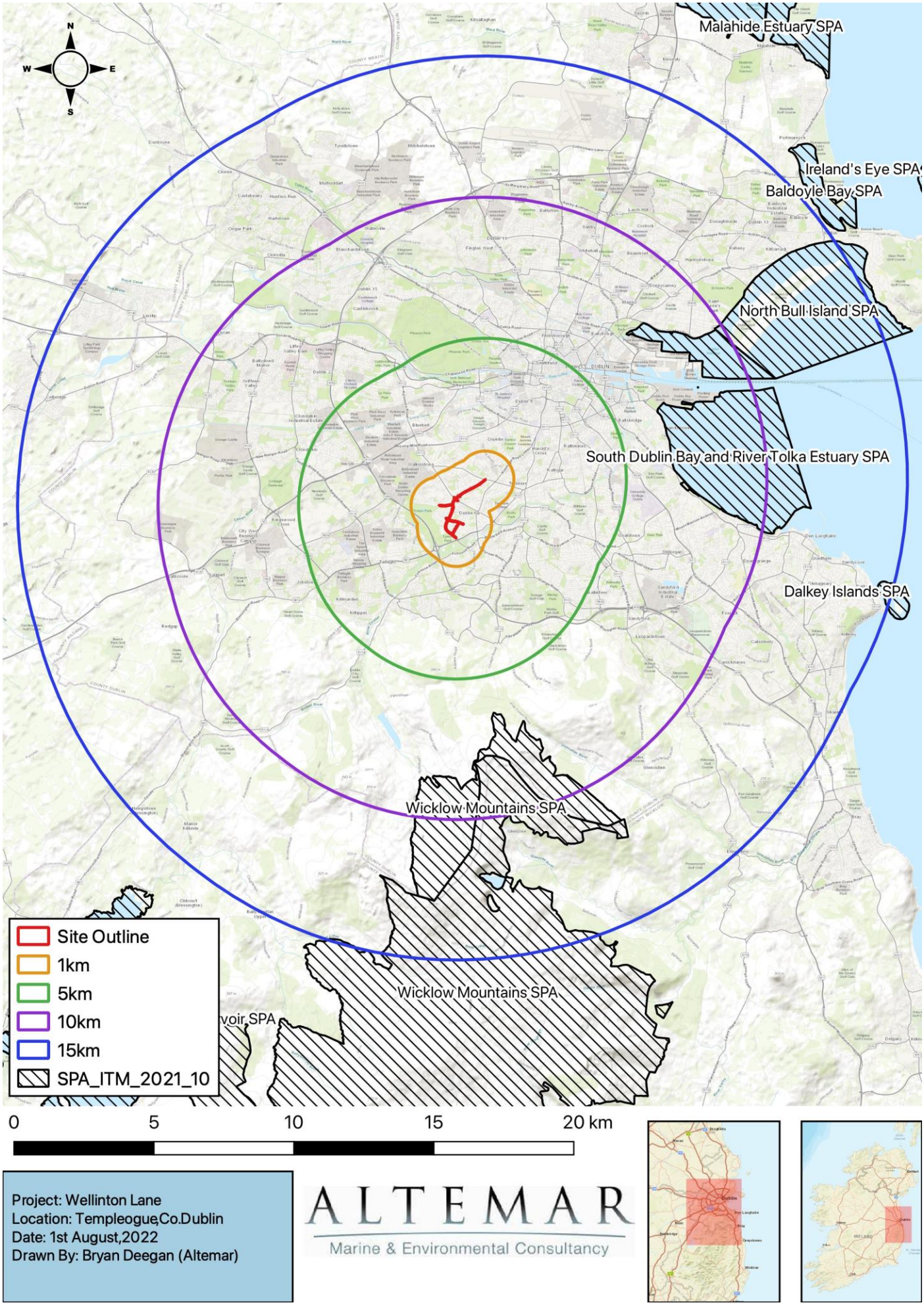


Figure 9. Special Protection Areas within 15km.

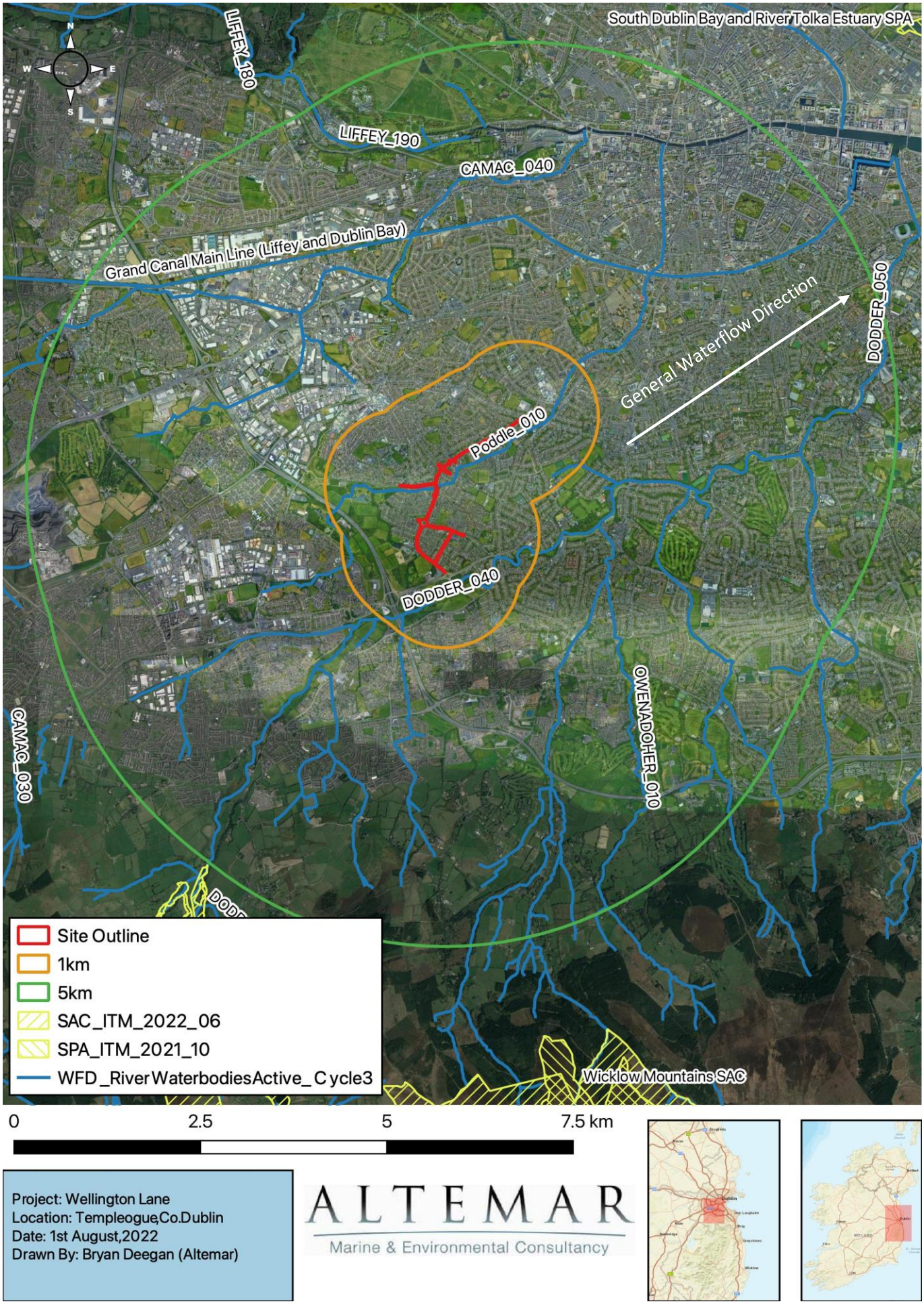


Figure 10. SPA's, SAC's and Watercourses Within 5km of the Site.

In-Combination Effects

A review of the online planning system (www.myplan.ie) was carried out. There are several development proposals located in the area immediately surrounding the subject site that have been granted permission. These are primarily small developments relating to changes to houses.

No significant projects are proposed or currently under construction that could potentially cause in combination effects on Natura 2000 sites.

Given this, it is considered that in combination effects with other existing and proposed developments in proximity to the application area would be unlikely, neutral, not significant and localised. It is concluded that no significant effects on Natura 2000 sites will be seen as a result of the proposed development alone or combination with other projects.

No significant effects are likely from in combination effects.

Ref. No.	Address	Proposal
SD21B/0583	36, Wellington Park, Templeogue, Dublin 6W	Single storey rear extension and conversion of existing garage; all associated site works.
SD21B/0315	51, Wellington Road, Templeogue, Dublin 6W	Attic conversion to bedroom with ensuite and storage room including front dormer window and internal alterations.
SD21B/0163	38, Whitehall Road, Dublin 12	Erection of alterations and extensions to an existing dwelling house consisting of a single storey extension to the rear and a two storey extension (over existing garage to side) together with associated and auxiliary accommodation and site works.
SD20A/0331	Faughs GAA Clubhouse, Wellington Lane, Templeogue, Dublin 6w.	Change of use of the existing upstairs Club Hall for the operation of a Creche/Montessori for up to 20 children between the hours of 8am to 2pm, Monday to Friday. The facility will meet Tusla requirements for the businesses of this nature, with the operator of the facility offering the ECCWE scheme & the National Childcare Scheme.
SD20B/0516	38, Orwell Park Rise, Dublin 6w	Alterations & extensions to include new roof structure with 'Velux' roof lights to accommodate a bedroom; first floor extension to front bedroom; new bay window and open covered porch to front ground floor; single storey kitchen/dining/living extension to the rear and side; formation of new door and window openings and all ancillary and external works.

Conclusions

The proposed redevelopment project is located in an urban environment 5km from the nearest Natura 2000 site. Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. However, the site is not close to and does not have a direct pathway to watercourses that could act as potential vectors for impact on Natura 2000 sites. There is no direct hydrological pathway from the proposed development site to a Natura 2000 site. All drainage from the site goes to a public surface water network sewers where it undergoes dilution, mixing and settlement. All watercourses in the catchment enter the estuarine element of River Liffey where further mixing and dilution take place with the River Liffey and estuarine waters of Dublin Bay. It should also be noted that additional settlement will take place through flocculation in the estuarine environment. No specific mitigation is required to prevent significant effects on Natura 2000 sites.

No Natura 2000 sites are within the zone of influence of this development. Having taking into consideration the surface water discharge from the proposed development works, the distance between the proposed development site to designated conservation sites, lack of direct hydrological pathway to conservation sites and the dilution, missing and settlement effect with other surface runoff and fresh and estuarine waters, prior to reaching designated sites, it is concluded that this development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of features of interest of Natura 2000 sites.

This report presents a Stage 1 Appropriate Assessment Screening for the Proposed Development, outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the Proposed Development, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any European or Natura 2000 site.

On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, the Proposed Development, individually or in combination with other plans or projects is likely to have a significant effect on any European site.

Findings of No Significant Effects Report

Details of Project	Appropriate Assessment Screening for proposed improvements on cycle and pedestrian facilities around Wellington Lane, Templeogue, Co. Dublin.
Name and Location of NATURA 2000 Sites Within 15km	Glenasmole Valley SAC Wicklow Mountains SAC South Dublin Bay SAC Rye Water Valley/ Carton SAC North Dublin Bay SAC Knocksink Wood SAC Ballyman Glen SAC Rockabill to Dalkey Island SAC Wicklow Mountains SPA South Dublin Bay and River Tolka Estuary SPA North Bull Island SPA Dalkey Islands SPA
Project Description	The main scheme route, which aims to provide improved cycle and pedestrian facilities, 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 has also been extended to include Rossmore Road, Orwell Road, Templeogue Wood 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 scheme, over its majority, provides off road protected cycle track facilities. Pedestrian footpaths and crossings are proposed to be upgraded with crossings located on desire lines. Bus stops are proposed to be upgraded along the scheme route where feasible. A landscaping plan has been proposed over the main routes within the scheme that proposes improved urban realm and additional trees along the route.
Is the Project directly connected with the management of the NATURA 2000 site?	No
Details of any other projects or plans that together with this project could affect the NATURA 2000 site	None
The assessment of significant effects	
Describe how the project is likely to affect the NATURA 2000 site	No Impact Predicted
Response to consultation	N/A
Data collected to carry out the assessment	Site Visit and Supporting NPWS data.
Who carried out the assessment	Altemar Ltd.
Sources of data	NPWS website, standard data form, conservation objectives data of the site and references outlined in the AA Screening Report.
Explain why the effects are not considered significant	No Natura 2000 sites are within the zone of influence of this development. Having taking into consideration the surface water discharge from the proposed development works, the distance between the proposed development site to designated conservation sites, lack of direct hydrological pathway to conservation sites and the dilution, missing and settlement effect with other surface runoff and fresh and estuarine waters, prior to reaching designated sites, it is concluded that this development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of features of interest of Natura 2000 sites.

Level of assessment completed	Stage 1 Screening
Overall conclusions	On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, the Proposed Development, individually or in combination with other plans or projects is likely to have a significant effect on any European site.

References

The following references were used in the preparation of this AA screening report.

1. Department of Environment Heritage and Local Government Circular NPW 1/10 and PSSP 2/10 on Appropriate Assessment under Article 6 of the Habitats Directive – Guidance for Planning Authorities March 2010.
2. Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government 2009; http://www.npws.ie/publications/archive/NPWS_2009_AA_Guidance.pdf
3. Managing NATURA 2000 Sites: the provisions of Article 6 of the Habitats Directive 92/43/EEC, European Commission 2000; http://ec.europa.eu/environment/nature/Natura2000/management/docs/art6/provision_of_art6_en.pdf
4. Assessment of Plans and Projects Significantly Affecting NATURA 2000 Sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC; http://ec.europa.eu/environment/nature/Natura2000management/docs/art6/Natura_2000_assess_en.pdf
5. Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interest, compensatory measures, overall coherence, opinion of the commission; http://ec.europa.eu/environment/nature/Natura2000/management/docs/art6/guidance_art6_4_en.pdf
6. Guidance document on the implementation of the birds and habitats directive in estuaries and coastal zones with particular attention to port development and dredging; http://ec.europa.eu/environment/nature/Natura2000/management/docs/guidance_doc.pdf
7. The Status of EU Protected Habitats and Species in Ireland. http://www.npws.ie/publications/euconservationstatus/NPWS_2007_Conservation_Status_Report.pdf
8. NPWS (2021) Conservation Objectives: Glenasmole Valley SAC 001209. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.
9. NPWS (2017) Conservation Objectives: Wicklow Mountains SAC 002122. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.
10. NPWS (2013) Conservation Objectives: South Dublin Bay SAC 000210. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.
11. NPWS (2021) Conservation Objectives: Rye Water Valley/ Carton SAC 001398 . Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.
12. NPWS (2013) Conservation Objectives: North Dublin Bay SAC 000206. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

13. NPWS (2021) Conservation Objectives: Knocksink Wood SAC 000725. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

14. NPWS (2019) Conservation Objectives: Ballyman Glen SAC 000713. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

15. NPWS (2013) Conservation Objectives: Rockabill to Dalkey Island SAC 003000. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

16. NPWS (2022) Conservation Objectives: Wicklow Mountains SPA 004040. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

17. NPWS (2015) Conservation Objectives: South Dublin Bay and River Tolka Estuary SPA 004024. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

18. NPWS (2015) Conservation Objectives: North Bull Island SPA 004006. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

19. NPWS (2022) Conservation Objectives: Dalkey Islands SPA 004172. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.