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South Dublin County Council

Project:

Tallaght to Clondalkin Cycle Scheme

Report:

EIA Screening Report



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SECTION 1: INTRODUCTION

Barry Transportation (BT) has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of South Dublin County Council (SDCC) for the Tallaght to Clondalkin Cycle Scheme. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive¹. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the proposed Tallaght to Clondalkin Cycle Scheme should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the development. This document also sets out the information necessary to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

The document sets out the methodology employed to complete the screening exercise and sufficient information to enable the relevant authority, SDCC, to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

Further information on the location, a general overview of the proposed development and the purpose of the report is provided in the Section 2.1.

¹ Directive (2011/92/EU) of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 (hereafter, EIA Directive).

SECTION 2: DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Context

The site of the proposed works is located in Tallaght, Co. Dublin. The proposed works include Belgard Road and Airton Road. The total works area is 2.6km in length. To the north of the proposed works is the N7. To the west, and south are existing roads, and residential & commercial buildings. The M50 is situated to the east. The site can be accessed by several roads including via the N81 and via R113.

Refer to Figure 2-1 and Figure 2-2 for the location and site extents of the proposed scheme respectively.

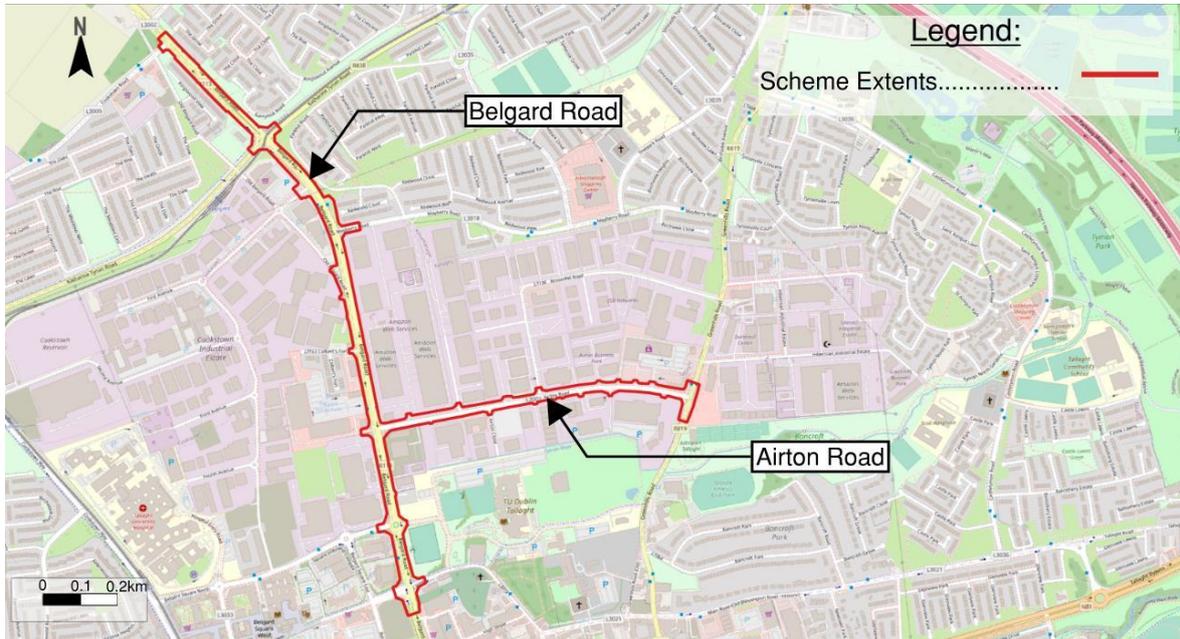


Figure 2-1: Location of the proposed scheme (Base map source: Open Street Map)

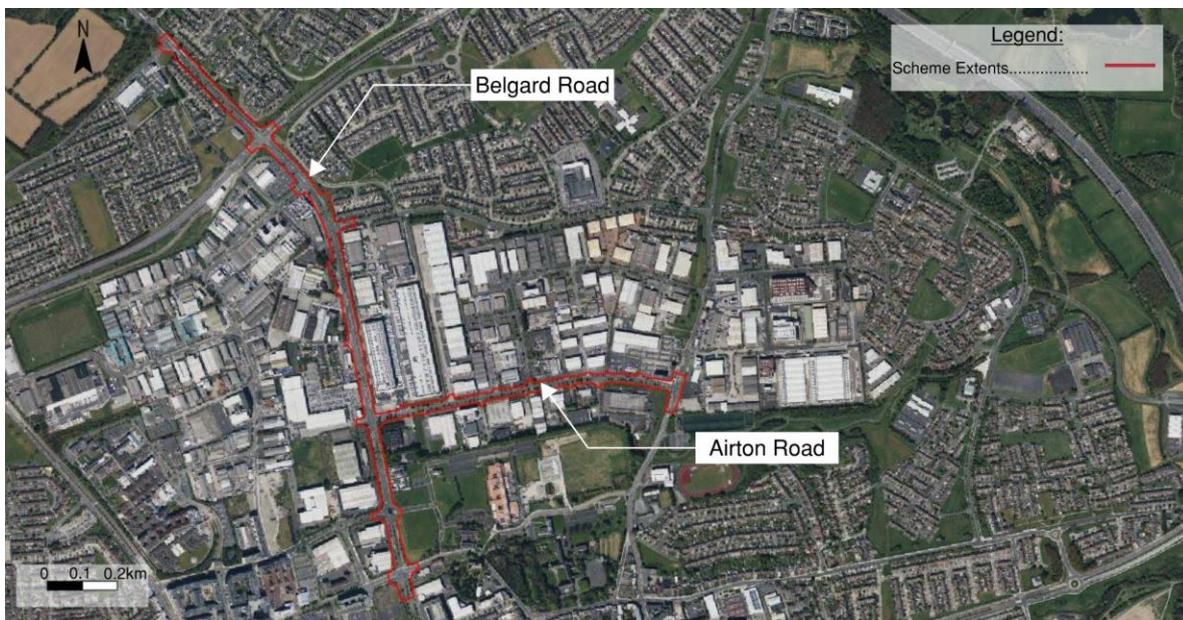


Figure 2-2: Scheme Extents (Base map Source: Bing Virtual)

The following streets are included in the Tallaght to Clondalkin Cycle Scheme:

2.1.1 Belgard Road

This is a dual carriageway allowing traffic in a north and south direction, linking the Belgard Road / Blessington Road junction near The Square in the south to the Belgard Road / Cookstown Road junction in the north. The current layout has a footpath and grass verge on either side of the dual carriageway, with intermittent provision of cycle lanes / track. The cycle paths are roughly 1.5m wide and the carriageway lanes on average 3.5m wide. Total length of this section is 1.8km.

2.1.2 Airton Road

At present, there is a two-way road allowing traffic in an east and west direction, linking the Airton Road / Belgard Road junction in the west to the Airton Road / Greenhills Road Junction in the east. The current layout has a footpath and grass verge on either side of the road, a single traffic lane either way for most of the section and provision of intermittent parking all along the road. There are no cycle lanes provided. The carriageway lanes are an average of 5.5m wide. Total length of this section is 0.88km.

2.2 Policy Context

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. The scheme aligns with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling. This section provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 2-1: Overview of the policy context

Policy Level	Policy
National	<ul style="list-style-type: none"> National Planning Framework - Project Ireland 2040; National Development Plan 2021 - 2030 - Project Ireland 2040; Strategic Investment Framework for Land Transport (SIFLT) 2015 National Investment Framework for Transport in Ireland (NIFTI) Smarter Travel – A New Transport Policy for Ireland 2009 – 2020 Road Safety Authority Road Safety Strategy 2021 - 2030; Climate Action Plan 2023 and Climate Action and Low Carbon Development (Amendment) Bill 2021; National Cycle Policy Framework Building for Everyone: A Universal Approach – Planning and Policy 2012
Regional	<ul style="list-style-type: none"> Greater Dublin Area (GDA) Cycle Network Plan (2013) GDA Cycle Network Plan (2022) Draft National Cycle Network Plan (2022) NTA Transport Strategy for the Greater Dublin Area 2022-2042
Local	<ul style="list-style-type: none"> South Dublin County Development Plan 2022-2028
Guidance Documents	<ul style="list-style-type: none"> Design Manual for Urban Roads and Streets (DMURS) Cycle Design Manual National Investment Framework for Transport in Ireland (NIFTII) Traffic Signs Manual Traffic Management Guidelines

A summary of the applicable policy in relation to the proposed scheme is detailed above in Table 2-1 with further detail provided in Policy Context Section 2 of the Tallaght to Clondalkin Cycle Scheme Options Report.

2.3 Overview of the proposed scheme

The scheme will involve the improvement of cycle facilities along 1.8km of Belgard Road from Belgard Road / Blessington Road junction in the south to Belgard Road / Cookstown Road junction in the north, and along 0.88km of Airton Road from Airton Road / Belgard Road junction in the west to Airton Road / Greenhills Road junction in the east. This new infrastructure can generally be accommodated within the existing carriageway or verge and is “rapid build” in nature. The construction works involved will be less than a typical “full build” active travel scheme.

Belgard Road – At present, Belgard Road has intermittent cycle lanes which in most cases are narrower than the desired width and do not include proper segregation from other road users. Carriageway lane widths would be reduced to 3.0m and the cycle track would be widened into the verges to provide a 2m width. Segregation of cyclists from traffic is proposed by constructing a new in-situ concrete kerb, road gullies will be relocated to suit the new kerb arrangements. At junctions, on-road cycle lanes with jug turn arrangements will be provided, with minimal construction works required here. The roundabout at Belgard Square North will see more significant works with the provision of two new zebra crossings and two toucan crossing to allow pedestrians and cyclists to safely cross.

Airton Road – At present, Airton Road does not have any cycle lanes. The existing road carriageway is sufficiently wide that cycle lanes can be added by narrowing the lane widths and removing the informal parking areas along the road. The cycle lanes will be segregated from vehicular traffic by a line of bollards. There will also be provision of a horizontal buffer between the cycle lane and the carriageway.

SECTION 3: LEGISLATIVE CONTEXT

3.1 Introduction

Environmental Impact Assessment is the process for anticipating the effects (both positive and negative) from a proposed development or project on various environmental receptors. If the anticipated effects are unacceptable, design measures or other relevant mitigation measures can be taken to reduce or avoid those effects. The Environmental Impact Assessment Report is the output which records the details of this assessment.

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. The requirement for screening of sub-threshold developments is outlined in this section.

3.2 EIA Directive

EIA requirements derive from EU Directive 2014/52/EU. Known as the EIA Directive, it amends the previous directive (2011/92/EU) on the assessment of the effects of certain public and private projects on the environment. It is defined under Article 1(2)(g) as follows:

“Environmental impact assessment means a process consisting of:

- i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);*
- ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;*
- iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;*
- iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*
- v) the integration of the competent authority’s reasoned conclusion into any of the decisions referred to in Article 8a.”*

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis. For road schemes in Ireland, the list of projects is set out in Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Section 3.3 and 3.4. Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the proposed works.

3.3 National Legislative Framework for EIA

The EIA Directive has been transposed into Irish legislation by the Planning and Development Act 2000 (as amended) (hereafter referred to as 'the Act') and Planning and Development Regulations 2001 (as amended) (hereafter referred to as 'the Regulations'). Section 172(1) of the Act sets out the statutory basis for the requirements for Environmental Impact Assessment. It provides as follows:

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

(a) the proposed development would be of a class specified in—

- (i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—*
 - (I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
 - (II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*

or

- (ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either—*
 - (I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
 - (II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*

or

(b)(i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined, or decided, as the case may be, —

- (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
- (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*
- (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,*
- (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,*
- (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or*
- (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,*

that the proposed development is likely to have a significant effect on the environment.”

The EIA Directive is transposed into Irish Legislation, in context of road schemes, through the European Union (Planning and Development) (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations (S.I. 279 of 2019). Projects for which an EIA is mandatory under Annex I of the Directive have been listed under Part 1 of Schedule 5 to the Planning and Development Regulations. Similarly, Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, as per Annex II of the Directive.

Projects requiring Environmental Impact Assessment are transposed from the EIA Directive into Irish Legislation through Section 172 of the Act. An initial determination is to be undertaken to examine whether the proposal is a project as understood by this transposition of the directive. If a proposed project is not of a type covered, there is no statutory requirement for it to be subject to Environmental Impact Assessment. In determining if the proposed project is of a 'type' it is also necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

Furthermore, the current requirements for EIA are set out in Part IV of the Roads Act, 1993 (as amended), and Part V of the Roads Regulations, 1994 - 2019 (S.I. No. 119 of 1994). In particular, sections 50 and 51 of the Act (as amended) deal with EIA. These sections have been amended through the European Communities (EIA) Regulations, the Planning and Development Acts, and the Roads Act. Consequently, the project should be screened to determine whether the project falls within the scope of or exceeds the thresholds set out in the legislation.

3.4 Mandatory EIA

Schedule 5 of the Planning & Development Regulations 2001 (Article 93), as amended sets out a number of classes and scales of development that require EIA. Schedule 5 (Part 1) of the Planning and Development Regulations 2001 (as amended), list types of development and relevant thresholds that inform when a mandatory Environmental Impact Assessment Report (EIAR) is required. Generally, these developments consist of intensive industrial, waste management and transport projects. The proposed development does not fall within any of the types of development listed therefore does not require a mandatory EIAR.

Schedule 5 (Part 2) lists various types of development and associated thresholds. Where a proposed development falls within the type of development and meets or exceeds the relevant threshold, a mandatory EIA is required, taking into account the information set out within Schedule 7A of the Planning and Development Regulations 2001 (as amended).

The term "sub-threshold development" means development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development. Sub-threshold development should be screened with regard to the requirements set out in Schedule 7A of the Regulations.

The most relevant class of development within Part 2 (Schedule 5) is 'urban development' in relation to Infrastructure projects, that refers as follows:

Schedule 5, Part 2, Class 10 (b) (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.)'

The European Commission guidance on 'Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015)' interprets 'urban development' as following:

- Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could include bus garages, train depots which are not explicitly mentioned in the EIA Directive.
- Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also fall in this category. 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.

The proposed development does not have similar characteristics to any of these types of projects.

However, the High Court judgement in the case of *Carvill & Flynn vs Dublin City Council & Ors.* [2021] IEHC 544 provides a broad interpretation of the 'urban development' project type. The development in the case was a cycleway. The judgement considered it to fall into the 'Urban Development' project type since the development involved works that comes within the nature of building or construction. Consequently, it did not make any reference to the Commission Guidance. Therefore, in view of the above case law the proposed development cannot be ruled out from being interpreted as 'urban development'.

The subject development is located in an urban area. The legislation has defined that a "Business District" means a district within a city or town in which the predominant land use is retail or commercial use. The areas shown in blue in Figure 3-1 have buildings in mixed uses with a predominance of retail and commercial use, where the 2ha threshold would apply, and can therefore be considered as 'Business Districts'. The overall proposed scheme area within a 'Business District' is approx. 1.04ha which is equivalent of 52% of this threshold.

The rest of the scheme, shown in red in Figure 3-1, is situated in residential areas, industrial areas, and open space areas. A 10ha threshold would apply, that is 'Other parts of a built-up area'. The combined area of these sections is approx. 1.86ha which is below the 10 Hectare threshold.

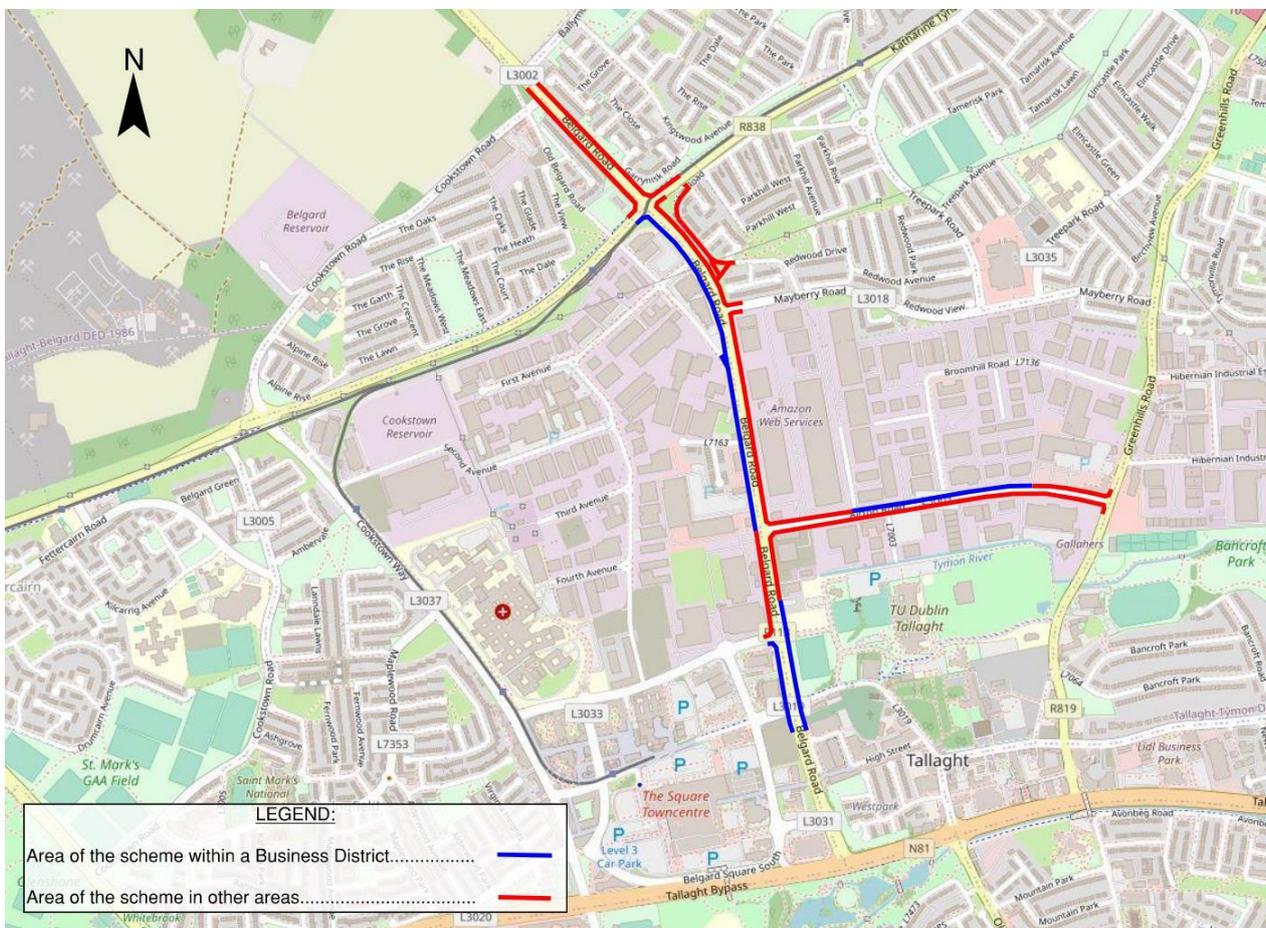


Figure 3-1: Areas of the scheme classed as a "Business District"

In consideration of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 2.9ha with approx. 1.04ha considered to fall in business district threshold type, it falls below the scale threshold and is not subject to mandatory EIA.

For road schemes, the legislative process of ascertaining whether a project or development requires an EIA is determined by reference to mandatory and discretionary provisions set out in the Roads Act 1993; Roads Regulations 1994; EIA (Amendment) Regulations 1999; Planning and Development Act 2000 (as amended); Planning and Development Regulations 2001 (as amended); Planning and Development (Strategic Infrastructure) Act 2006; Roads Act 1993 (as amended); and European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

The following table summarises the legislative context where an Environmental Impact Assessment is mandatory for a road scheme.

Table 3-1: Summary of Legislative Requirements for EIA Screening

Road Projects where an EIA is Mandatory		Regulatory Reference
	(1) Construction of a motorway	S. 50(1)(a)(i) of the Roads Act, 1993 (as amended)
	(2) Construction of a busway.	S. 50(1)(a)(ii) of the Roads Act, 1993 (as amended)
	(3) Construction of a service area.	S. 50(1)(a)(iii) of the Roads Act, 1993 (as amended)
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.		S. 50(1)(b) of the Roads Act, 1993 (as amended)

<p>(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.</p>		<p>S. 50(1)(c) of the Roads Act, 1993 (as amended)</p>
<p>7) Where a proposed development (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —</p>	<p>(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)</p> <p>(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)</p> <p>(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)</p> <p>(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.</p>	<p>S. 50(1)(d) of the Roads Act, 1993 (as amended) as amended by the European Union (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), reg. 56(7)(a) and reg. 56(7)(b)</p>
<p>If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).</p>		

The proposed development is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in Table 3-1 above, and it does not meet any of the criteria listed under Part 1 or 2 of Schedule 5 of the Regulations. These regulations have been amended to set out the updated criteria in accordance with the requirements of the EIA Directive.

The proposed scheme is a sub-threshold development since it falls below the relevant thresholds for mandatory EIA. It should be noted that the overriding consideration in determining whether a project should be subject to EIA is the likelihood of significant environmental effects.

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. As a result of this, under the precautionary principle the proposed project is subject to screening herein. Section 50(1)(c) of the Roads Act and Schedule 7 of the Regulations sets out the screening criteria for determining whether development listed on Part 2 of Schedule 5 should be subject to an EIA.

3.5 EIA Screening Criteria for Sub-Threshold Development

Section 120 of the Planning & Development Regulations (as amended) sets out the obligation of the Local Authority to determine the requirements for a subthreshold development EIAR. This report also satisfies the requirements of Section 120 of the Regulations with regard to the requirements for the provision of the information as specified in Schedule 7A for the purposes of a screening determination.

Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended, sets out the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment. This comprises:

1. "A description of the proposed development, including in particular—
 - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
 - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. *A description of the aspects of the environment likely to be significantly affected by the proposed development.*
3. *A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
(a) the expected residues and emissions and the production of waste, where relevant, and
(b) the use of natural resources, in particular soil, land, water and biodiversity.*
4. *The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.”*

The information as set out above shall take into account the criteria set out in Schedule 7 which provides a list of criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment.

The assessment of the criteria set out in Schedule 7 provides the description and assessment of any likely significant effects from the proposed development. The Schedule 7 criteria are grouped under three headings as follows:

- 1) Characteristics of the Proposed Development
- 2) Location of Proposed Development
- 3) Characteristics of Potential Impacts

Each of the above groupings includes a number of criteria for consideration. The assessment of the likelihood of significant environmental effects is based on the overall consideration of all criteria and requires clear and rational judgment. The DoEHLG Guidance Document ‘Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development’ states that: ‘those responsible for making the decision must exercise their best professional judgment, taking account of considerations such as the nature and size of the proposed development, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision.’ The Schedule 7 criteria to be reviewed are discussed in more detail, with reference to the proposed development, in the following subsections. The screening questions are based on the criteria listed under each grouped heading in Schedule 7.

Annex III includes:

“1. Characteristics of projects

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

- (a) the size and design of the whole project;*
- (b) cumulation with other existing and/or approved projects;*
- (c) the use of natural resources, in particular land, soil, water and biodiversity;*
- (d) the production of waste;*
- (e) pollution and nuisances;*
- (f) 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;*
- (g) the risks to human health (for example due to water contamination or air pollution).*

2. Location of Projects

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

(a) the existing and approved land use;

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

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

(i) wetlands, riparian areas, river mouths;

(ii) coastal zones and the marine environment;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas;

(viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved projects;

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

3.6 Guidance

Certain projects, listed in Annex I to the EIA Directive require mandatory EIA, due to those projects always having the potential for significant environmental effects. Other projects which fall below the relevant thresholds for mandatory EIA (i.e., “sub-threshold development”) may require EIA if it is considered that the development is likely to have a significant effect on the environment. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly, sensitive environments. This report documents the methodology employed to prepare this EIA Screening Report, having regard to and applying the relevant legislation and guidance documents, including:

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended); and
- Roads Act 1993 (as amended).
- Roads Act 1993 (as amended).

3.6.1 OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

The Office of the Planning Regulator (OPR) published document ‘Practice Note PN02 Environmental Impact Assessment Screening’ in 2021. The Practice Note advocates a step-by-step approach to EIA screening, as outlined below:

Step 1. Understanding the Proposal

A. Is the proposal a ‘project’ within the meaning of the EIA Directive?

Determine whether a proposal is a ‘project’ described in the EIA Directive and thus whether the EIA Directive applies.

B. Is the project a ‘sub-threshold development’?

i.e., If the project is not of a class of development in Schedule 5, Parts 1 and 2, it is not ‘subthreshold development’, no EIA or EIA screening is required.

ii. If the proposed project is of a class set out in Schedule 5, Part 1 or Part 2 and does meet or exceed the relevant threshold, or where no threshold applies, a mandatory EIAR is required.

iii. If the proposed project is of a class set out in Schedule 5, Part 2 but does not meet or exceed the relevant threshold, it is a ‘sub-threshold development’ and must be screened for EIA.

Step 2. Preliminary Examination

Where a development is ‘sub-threshold’, a preliminary examination, of, at least, the nature, size or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

Following the Preliminary Examination, it must be concluded:

- i. that an **EIA is not required** based on the preliminary examination that there is no real likelihood of significant effects on the environment.
- ii. there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment, and require the applicant to submit the information specified in Schedule 7A for the purposes of a screening determination,
- iii. there is a **real likelihood of significant effects** on the environment arising from the proposed development and require the applicant to submit an EIAR.

Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, a screening determination can only be carried out on the basis of the Schedule 7A information.

SECTION 4: EIA SCREENING METHODOLOGY

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the OPR Practice note as set out in Section 3.6.1. The OPR have established three steps to follow within EIAR screening which are responded to in the sections below.

It should be noted that the OPR Guidance is centred around EIA Screening under the Planning and Development Act 2000, as amended, and the Planning and Development Regulations, as amended.

The methodology employed in this screening exercise had regard to the Guidelines for Planning Authorities on carrying out Environmental Impact Assessment published in August 2018 by the DoHPLG, together with the criteria set out in Schedule 7 and the requirements of Schedule 7A, both of the Planning and Development Regulations 2018.

4.1 Step 1. Understanding the Proposal

4.1.1 Is the proposal a 'project' within the meaning of the EIA Directive?

The EIA Directive 2014/52/EU defines the term 'project' as meaning: "the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources."

As outlined in Section 2.1, the proposed development aims to improve existing facilities for cyclists, and in some parts, pedestrians. Thus, the proposed development is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed development.

4.1.2 Is the project a 'sub-threshold development'?

This step requires an evaluation of both the Planning and Development Regulations 2001, as amended, and the Roads Act, 1993, as amended, to determine if mandatory EIA is required, or whether the proposed development needs to be screened for EIA.

Planning and Development Regulations 2001

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in the aforementioned Schedule 5 has been carried out.

Schedule 5 Part 1

The proposed development is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, a mandatory EIA is not required under this class.

Schedule 5 Part 2

The proposed development is not a project type/class listed in Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. However, Part 2(15) of the Regulations states that

"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."

With regards to the proposed development, most relevant class of development within Part 2 (Schedule 5) is Class 10 (b) (iv) 'Urban Development' which states,

'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.)

If taking account of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 2.9ha with approx. 1.04ha considered to fall in business district threshold type, it falls below the scale threshold and is not subject to mandatory EIA.

Part 2(15) of the Regulations ultimately requires the competent authority to determine, in the case where a project is considered ‘sub-threshold’ to the projects listed in Part 2 of Schedule 5, whether the project would likely give rise to significant effects on the environment.

The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended. This information will assist the competent authority, SDCC, to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

Thus, as the proposed development can be considered to constitute ‘sub-threshold’ development with regards Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed development has the potential to give rise to significant effects on the environment.

The proposed development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required as concluded in Section 3.6.

EIA screening is required to determine the potential for the project to have significant effects on the environment, as a sub-threshold development.

4.2 Step 2: Preliminary Examination

The OPR Practice Note, Form 2 allows the preliminary examination to be recorded. Table 4-1 and Table 4-2 based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in SECTION 5: and SECTION 6: of this Report, on the nature, size and location of the Proposed Development.

Table 4-1: Preliminary Examination

Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.		
	Comment:	Yes/No/ Uncertain:
<p>Nature of the development:</p> <p><i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the development is not exceptional in the context of the existing environment.</p> <p>The proposed scheme aims to provide safer and more attractive infrastructure for cyclists along Belgard Road and Airton Road.</p> <p>Given the size and small nature of works of the proposed development, significant waste,</p>	No

	emissions of pollutants are not expected to arise as a result of the works.	
<p>Size of the development:</p> <p>Is the size of the proposed development exceptional <i>in the context of the existing environment</i>?</p> <p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately 2.6km length.</p> <p>There are no significant negative cumulative effects given the scale and distance of the Scheme from these projects.</p>	No
<p>Location:</p> <p>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?²</p> <p>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</p>	<p>There are five Sites and Monuments Record (SMR) that may be impacted by the scheme. St Maelruan’s Cross (DU021-037006) located approximately 143m from the scheme, Historic town (DU021-037), Tomb - unclassified (present location) (DU021-037005), Ecclesiastical enclosure (DU021-037002), all located approximately 137m from the scheme, and Graveyard (DU021-037004), located approximately 135m from the scheme. The proposed scheme is also in proximity to an Architectural Conservation Area (ACA).</p>	Uncertain

Table 4-2: Conclusion of Preliminary Examination

Preliminary Examination Conclusion:		
Based on a preliminary examination of the nature, size or location of the development. (Tick as appropriate)		
<p>There is no real likelihood of significant effects on the environment.</p> <p>EIA is not required.</p>	<p>There is real likelihood of significant effects on the environment.</p> <p>An EIAR is required.</p>	<p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment.</p> <p>Request the applicant to submit the Information specified in Schedule 7A for the purposes of a screening determination.</p> <p>Proceed to Screening Determination.</p>
		Yes

² Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

As noted in Table 4-2 the conclusion of preliminary examination is that the nature, scale, and location of the proposed development is such that there is significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the proposed development.

Thus, we must proceed to Screening Determination and an EIA Screening Report is warranted.

As outlined in Section 3.4, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section 3.5, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

4.3 Step 3: Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Section 4.1 and 4.2, a formal screening determination must take place. Sections 3.6 provides the relevant details under each of the criteria set out in Schedule 7 and Schedule 7A information of the Planning and Development Regulations 2001, as amended for urban developments. These sections also provide the relevant details under each of the criteria set out in Annex III in the EIA Directive for roads developments. This information will assist the competent authority, SDCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

The final determination on EIA screening will be made by SDCC, as the competent authority.

SECTION 5: CHARACTERISTICS OF PROJECT

Schedule 7 of Planning and Development Regulations 2001, as amended requires that the characteristics of proposed development are identified. The section provides information on the physical characteristics of the proposed scheme, as is required under paragraph 1 of Schedule 7A of the Planning and Development Regulations 2001, as amended under following headings below.

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the Proposed Scheme to be taken into account in determining whether an EIA is required.

5.1 The size and design of the whole project

The scheme will involve the improvement of cycle facilities along 1.8km of Belgard Road from Belgard Road/Blessington Road junction in the south to Belgard Road / Cookstown Road junction in the north, and along 0.88km of Airton Road from Airton Road / Belgard Road junction in the west to Airton Road / Greenhills Road junction in the east. This new infrastructure can generally be accommodated within the existing carriageway or verge and is “rapid build” in nature. The construction works involved will be less than a typical “full build” active travel scheme.

Belgard Road – At present, Belgard Road has intermittent cycle lanes which in most cases are narrower than the desired width and do not include proper segregation from other road users. Carriageway lane widths would be reduced to 3.0m and the cycle track would be widened into the verges to provide a 2m width. Segregation of cyclists from traffic is proposed by constructing a new in-situ concrete kerb, road gullies will be relocated to suit the new kerb arrangements. At junctions, on-road cycle lanes with jug turn arrangements will be provided, with minimal construction works required here. The roundabout at Belgard Square North will see more significant works with the provision of two new zebra crossings and two toucan crossing to allow pedestrians and cyclists to safely cross.

Airton Road – At present, Airton Road does not have any cycle lanes. The existing road carriageway is sufficiently wide that cycle lanes can be added by narrowing the lane widths and removing the informal parking areas along the road. The cycle lanes will be segregated from vehicular traffic by a line of bollards. There will also be provision of a horizontal buffer between the cycle lane and the carriageway.

5.2 Cumulation with other existing and/or approved projects

The following sources were reviewed in October 2023 to identify potential projects in the vicinity of the proposed scheme that may give rise to cumulative effects.

- South Dublin County Council
https://sdublincoco.maps.arcgis.com/apps/webappviewer/index.html?id=004b5a1a557a4c1a91b4629923f9d4b7&query=Planning_Register%2Cregref%2C
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR

<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

The development projects which are considered to have the potential to overlap (either temporally and/or spatially) or involve works in proximity to the Proposed Scheme and therefore have the potential to give rise to significant cumulative effects are the following:

- ABP-316828-23: A Core Bus Corridor is planned for Tallaght/Clondalkin to Dublin City Centre, measuring approximately 15.5km with an additional offline cycling facility approximately 3.9km in length, consisting of two sections, namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section. The Tallaght to City Centre section commences at the junction of Old Blessington Road/Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East, Blessington Road, Main Road, Old Greenhills Road to the junction of Greenhills Road and Bancroft Park.
- ABP-306705-20: Permission for the development consisting of the demolition of existing factory and warehouse buildings; and the construction of 502 no. apartments, 3 no. retail units and a creche within 6 no. blocks. Vehicular / pedestrian / cyclist access is proposed from Greenhills Road and Airton Road. Other proposed works include road improvements and pedestrian crossings and all associated site development works, open spaces, landscaping, boundary treatments, plant areas, PV panels (at roof level), waste management areas, and services provision (including ESB substations).
- ABP-303306-18: The proposed development comprises what is described as Phase 1 of the overall development of the site with the proposed development comprising apartments, student accommodation, crèche, and retail/commercial units within 5 blocks with a total floor area of 55,180 m². It is proposed to provide a new street which runs north south through the centre of the site which it is proposed will provide a future connection to the planned Airton Road extension. Blocks A1, A2 & A3 are proposed to the west of the internal north south road and Belgard Sq. North to the south. Blocks B1 & B2 are proposed to the east of the new internal road addressing the Belgard Road to the east and Belgard Sq. North to the south. An internal road is proposed running east-west to the north of Blocks A1, A2 & A3 to the western boundary of the site. Additionally, an internal road is proposed running east-west to the north of Blocks B1 & B2 to Belgard Road boundary of the site. A new public realm is proposed along Belgard Sq. North and Belgard Road with the new internal streets proposed providing a public realm with a proposed public realm area of 7,442 m². Works to public roads include the removal of the existing roundabout at the intersection of Belgard Sq. North and Belgard Sq. East and its replacement with a signalised junction. Cycle lanes are proposed along Belgard Sq. North and a pedestrian crossing on Belgard Road north of the existing roundabout. It is proposed to access the site via the proposed signalised junction from Belgard Sq. North.
- SHD3ABP-313760-22: Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units (c. 2,289 sqm) on a c. 1.26 ha site; Consisting of the demolition of existing boundary wall and construction of: c. 2,289 sqm of retail/commercial floor space across 10 units including retail, restaurant/café and Class 2 financial/professional services and office use, and a crèche (257sqm) at ground and first floor levels; 310 build to rent residential apartments including 99 one bedroom units, 203 two bedroom units and 8 three bedroom units within a part 6 to part 12 storey development across 3 blocks over partial basement; c. 2,223 sqm of communal external amenity space provided in the form of a ground floor garden and external terraces at fifth, sixth, seventh and eighth floor levels; c. 1,026 sqm of public open space provided in the form of a central courtyard with landscaped areas at site perimeters; c. 1,785 sqm of resident support facilities and services and amenities provided at basement, ground and first floor levels; Vehicular access to the basement development from a new access point at Belgard Square East; A new tertiary route provided in the southern part of the site linking Belgard Square East and Belgard Road; Provision of 130 car parking spaces (including 8 club car spaces and 6 disabled access spaces) at basement level in addition to 5 set down spaces (4 serving creche) and 1 disabled access space at ground level, layby on Belgard Square East, 6 motorcycle spaces and a total of 763 bicycle parking spaces; Provision of 4 Ø0.3m

microwave link dishes to be mounted on 2 steel support pole affixed to lift shaft overrun, all enclosed in radio friendly GRP shrouds, together with associated equipment at roof level at Block B; Provision of 3 ESB substations with switch rooms and plant rooms at basement level, hard and soft landscaped areas, bin and bicycle stores, public lighting, attenuation, green roof, plant at roof level, service connections and all ancillary site development works.

- ABP-305763-19: The proposed development will consist of the demolition of the existing industrial buildings on site (4,800 square metres) and the construction of two number blocks comprising 328 number apartments (93 number one-bed, 222 number two-bed and 13 number three-bed), ancillary residential support facilities and commercial floorspace measuring 31,147 square metres gross floor space above a single basement level measuring 5,861 square metres.
- ABP-309916-21: The application site comprises a stated area of 0.91ha, located within the Glen Abbey industrial / commercial estate, off the Belgard Road (R113) in Tallaght. Existing structures on the application site comprise low-rise industrial / warehouse structures. A shared access from Belgard Road provides access to the overall estate and adjoining uses include a gym / fitness facility to the north and a drinks distribution business to the west, Comans. The site is set-back from the Belgard Road behind a vacant three-storey commercial / office building and associated landscaped area to the east, owned by the HSE. The application site includes the main access from Belgard Road, and surface car parking serving adjoining uses. To the south of the site Colbert's Fort, comprises an established residential area of generally single-storey houses. There are also a number of small-scale commercial units on the northern side of this road, at the Belgard Road end, to the south west of the application site.
- BusConnects Network Redesign: The National Transport Authority published the new Dublin Area Bus Network in September 2020. The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021. The NTA has decided to introduce the new network on a phased basis. The implementation will take place over a number of years commencing in 2021 with 11 phases and will be subject to Government funding.
- SD21A/0148: Permission for the refurbishment of Katherine Tynan House, or 'Whitehall', a Protected Structure (RPS ref.197), with change of use from disused dwelling to community centre. Works will entail refurbishment of the roof and external walls; reinstatement of windows and external doors; ceilings and floors; reinstatement of a conservatory and glazed porch (10sq.m and 5sq.m respectively); new internal stairs and doors; new services and sanitary accommodation; two new single storey open-fronted structures on part of the footprint earlier outbuildings with an enclosed area for toilets (534sq.m); refurbishment of historic garden walls and gates; upgrading of the existing non historic entrance and approach from the Ballymount Road; and provision for parking on site.
- SD21B/0447: Retention application for the Replacement pitched roof over garage and courtyard; single storey utility, toilet and lobby extension to courtyard; single storey sunroom to the rear; single storey glazed porch to the front, at the Old Rectory, Belgard Road, Dublin 24. The application was granted permission in October 2021.
- SD19A/0352: Retention application for the Retention of vehicular access/egress and associated parking provided for the former temporary school accommodation on vacant site to rear. The application was granted permission in March 2021.
- SD23A/0020: Aldi Stores (Ireland) Limited are applying for permission for the construction of a single storey Deposit Return Scheme (DRS) Kiosk (Gross Floor Area: 17 sq.m) including 2 no. signage panel areas for branding on the side elevation of the DRS Kiosk (1.0m x 2.0m), and all associated site development works. The development will result in the removal of 2 no. existing car parking spaces in the car park that serves the existing Aldi store at Belgard Road, Tallaght, Dublin 24 D24 VY77. The application was granted permission in May 2023.

- SD21A/0006: Permission for the change of use of 58.4sq.m of the front ground floor single storey part of Unit 1 from office/light industrial use to click-and-collect retail use and ancillary site works. The application was granted permission in April 2021.
- SHD3ABP-309916-21: Demolition of the existing industrial and commercial office buildings totalling c.4,628sqm; Construction of a Build-to-Rent Housing Development comprising 170 apartment units and crèche arranged in 2 blocks across 4-7 storeys over basement car park (total gross floor area c.13,880sq.m excluding basement); The residential development consists of: 9 x1 bedroom studio apartments; 94 x1 bedroom/2 person apartments; 2 x2 bedroom/3 person apartments; 34 x2 bedroom/4 person apartments; 24 x2 bedroom/4 person duplex apartments and 7 x3 bedroom/5 person apartments with north, south, east and west facing terraces/balconies throughout; Internal communal amenity spaces at ground and fourth floor levels comprising reception, gym, lounge, cinema/tv room, events rooms and ancillary areas; External communal open space including children's play areas and informal amenity spaces at ground floor level between Blocks A and B; Communal roof garden at fourth floor level - total external communal open space c.1,005sq.m; Public open space at ground floor level to the east and south of Block B totalling c.1095sq.m; 1 creche with associated outdoor play area at ground level; 73 car parking spaces comprising 64 basement spaces, 4 accessible parking spaces and 5 visitor spaces at surface level; 354 bicycle spaces comprising 264 resident spaces at basement level and 90 visitor spaces at ground floor level; Reconfiguration/removal of existing car parking to the north of the site and access road resulting in a total of 28 car spaces serving the adjoining site; All associated plant including heating centres, gas room, water storage room, break tank room, comms room and bin storage at basement level, ESB substation and switch room at ground level and circulation spaces and stair and lift cores throughout; Vehicular/pedestrian access to the east from Belgard Road. All existing vehicular entrances serving adjoining sites maintained. Fire/emergency and refuse vehicle access and pedestrian access to the south from Colbert's Fort; All associated site development and infrastructural works, services provision, foul and surface water drainage, extension to the foul network, access roads/footpaths, lighting, landscaping and boundary treatment works.
- SD23A/0186: Retention permission for alterations to existing buildings to include, over cladding of brick facade at ground floor level, blocking up of roller shutter doors and over cladding of same and new fire escape doors at Building 1, Units 1a, 1b, 1c, Cookstown Estate Road. Removal of dormant fire escape stairs, over cladding of facade, blocking up of roller shutter doors and over cladding of same and new fire escape doors at Buildings 81a and 81b, Cookstown Estate Road. Demolition of car wash annex building and over cladding of facade at Buildings 2 & 3, at Old Belgard Rd. The application has not been granted permission yet.
- SD22A/0424: Permission for the Refurbishment and extension of the existing 3 storey building and a Change of Use of the existing building and site from a vacant addiction service facility to a National Ambulance facility. Demolition of a staircase and boiler room (40sq.m) and the removal of an external stair-core, entrance ramp and steps to the north of the building; and the provision of lateral and vertical extensions at ground, first and second floor levels principally comprising a single storey, two-bay ambulance garage, increasing the gross floor area of the building from 943sq.m to 1,420sq.m; the rationalisation of floor space in the existing building; the provision of an external canopy to shelter 14 No. emergency vehicles; the provision of a power washing station towards the south-western corner of the site; ancillary staff car-parking; cycle parking; revised elevational treatments; boundary treatments; hard and soft landscaping; and all associated works above and below ground. The application was granted permission in June 2023.
- SD22A/0020: Permission for 9 non-illuminated signs to replace existing and 1 new non-illuminated sign. The application was granted permission in May 2022.
- SD22A/0413: Permission for installation of new railing to front of building including pedestrian gate; installation of new access control system to car park; 2 new standalone illuminated identity signs; revisions to landscaping and associated site development and facilitating works. The application was granted permission in February 2023.

- SD21A/0326: Permission for Change of use of existing uncompleted and vacant office building to motor showroom and service workshop use (1300sq.m) with ancillary office, staff and customer accommodation; removal of existing projecting porch and stairwell at ground floor level (16sq.m); removal of section of existing floor and projecting stairwell (927sq.m) at first floor level; alterations to existing elevations to include for new glazed curtain walling and insulated wall cladding; new attached illuminated building signage; construction of new single storey extension (90sq.m) to rear to form part of new service workshop; all associated drainage and site works
- SD22A/0411: Permission for the display and sale of commercial vehicles, the erection of single storey prefabricated temporary building for display of commercial vehicles, 6 Flag poles, with the building and display areas to remain on site for a period of 36 months. The application was granted permission in February 2023.
- SD22A/0268: Permission for the Extension to the front and side of the existing storage warehouse building (314.00sqm) with ancillary office space and new exterior illuminated signage to front and side and ancillary site works. The application was granted permission in December 2022.
- SD21A/0221: Permission for New vehicular service yard entrance at side. The application was granted permission in November 2021.
- SD20A/0083: Permission for works to the existing roof including installation of 173sq.m of solar pv panels; the erection of a new guardrail on the existing parapet to the perimeter of the roof; alteration to a portion of the existing roof from a pitched roof to a flat roof, installation of roof access hatches and all associated site development works. The application was granted permission in August 2020.
- SD20A/0105: Permission for revisions to previously permitted internal modifications as approved under Ref. SD18A/0399 resulting in the reductions in the kiosk zone at Level 2 only by 196sq.m (from 1073sq.m to 877sq.m) to accommodate a new partially enclosed restaurant/café unit (196sq.m) and associated setting; the new restaurant and seating area will correspond with the footprint of the existing Units 260/262 and 263 and will contain associated facilities including a kitchen, front and rear counters, condiment unit, dining tables, chairs, booths and benches; associated signage and development works. The application was granted permission in August 2020.
- SD19A/0394: Permission for mixed use commercial extension (9,956sq.m gross floor space) to the southern side of The Square Shopping Centre and a new public plaza and all associated site and development works including new signage; Level 1 - no changes; Level 2 - removal of southern mall entrance lobby and construction of new extension to existing Level 2 mall to include 6 retail units (2,611sq.m), a food hall/market hall area for multiple restaurant/food and beverage type uses with associated seating areas (2,041sq.m), a restaurant/cafe unit (67sq.m) and associated ancillary accommodation and circulation (1,534sq.m) and plant rooms (176sq.m) and introduction of new internal service corridor; Level 2 extension is replacing surface parking spaces (140) to the south of the shopping centre and an existing parking area (34 spaces) to the east of the proposed extension is to be reconfigured; creation of Level 3 entrance and creation of new public plaza to replace roof car park (111 spaces) and the new outdoor public plaza (0.74ha) will be used for multi-purpose events, civic and recreational uses and retail and food and beverage concessions involving temporary moveable structures erected on a seasonal basis; the creation of the new Level 3 entrance involves replacement of existing retail unit at Level 3 (Unit 307A) with mall area to include flexible kiosk type retail concession areas; 2 buildings accommodating 9 restaurant/bar units (3,324sq.m) and ancillary accommodation (175sq.m) and associated outdoor seating areas in the new plaza on south facing terraces; Level 4 - ancillary accommodation and service areas (28sq.m) on roof of 2 restaurants buildings within provision for screened plant areas and solar panels; the proposed extension has a maximum building height of 18 metres above existing ground levels; the extension is to replace and supersede the Plot B development previously permitted under Reg. Ref. SD13A/0192 (Bod Ref. PL06S.243280) which included a gross floor space of 5,684sq.m; the permitted northern extension (Plot A) remains

unchanged. Permission is sought to amend Condition 3(a) of the Reg. Ref. SD13A/0132 (Bord Ref. PL06S.243280) to facilitate the construction of the proposed southern extension prior to the permitted northern extension (Plot A) subject to a phasing programme to be agreed. The application was granted permission in July 2020.

There are no significant negative cumulative effects from these projects. Cumulatively, the proposed scheme will improve the sustainable transport network in the area, resulting in a positive impact on the environment by promoting cycling.

5.3 The use of natural resources in particular land, soil, water, and biodiversity

The Construction Phase of the Proposed Scheme will require the use of natural resources like soil, land, and water. There will be a need for resources and materials (e.g., aggregate, concrete, etc.) to be imported for the construction and maintenance of the Proposed Scheme.

The scheme will be constructed within the existing public area meaning that no additional land will be acquired for the construction.

5.4 The production of waste

There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of kerbs and grass verges. The C&D will be removed from site, it will be recycled where possible or disposed of in a suitably licenced facility.

5.5 Stormwater drainage

There is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned where they are no longer aligned with kerbs. New connections to the existing gully network will be required in areas where the kerbs are being relocated.

5.6 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the Proposed Scheme. These may include effects on sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration, and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

There will be a temporary increase in noise during the proposed works. However, levels will not exceed noise levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration. Some dust will likely be generated during the works; however, this nuisance will be managed in line with best practice.

The Protected Sites in Ireland constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites. All Protected Sites within 15km of the Proposed Scheme are listed in tables Table 5-1, Table 5-2 and Table 5-3 below and shown in Figure 5-1.

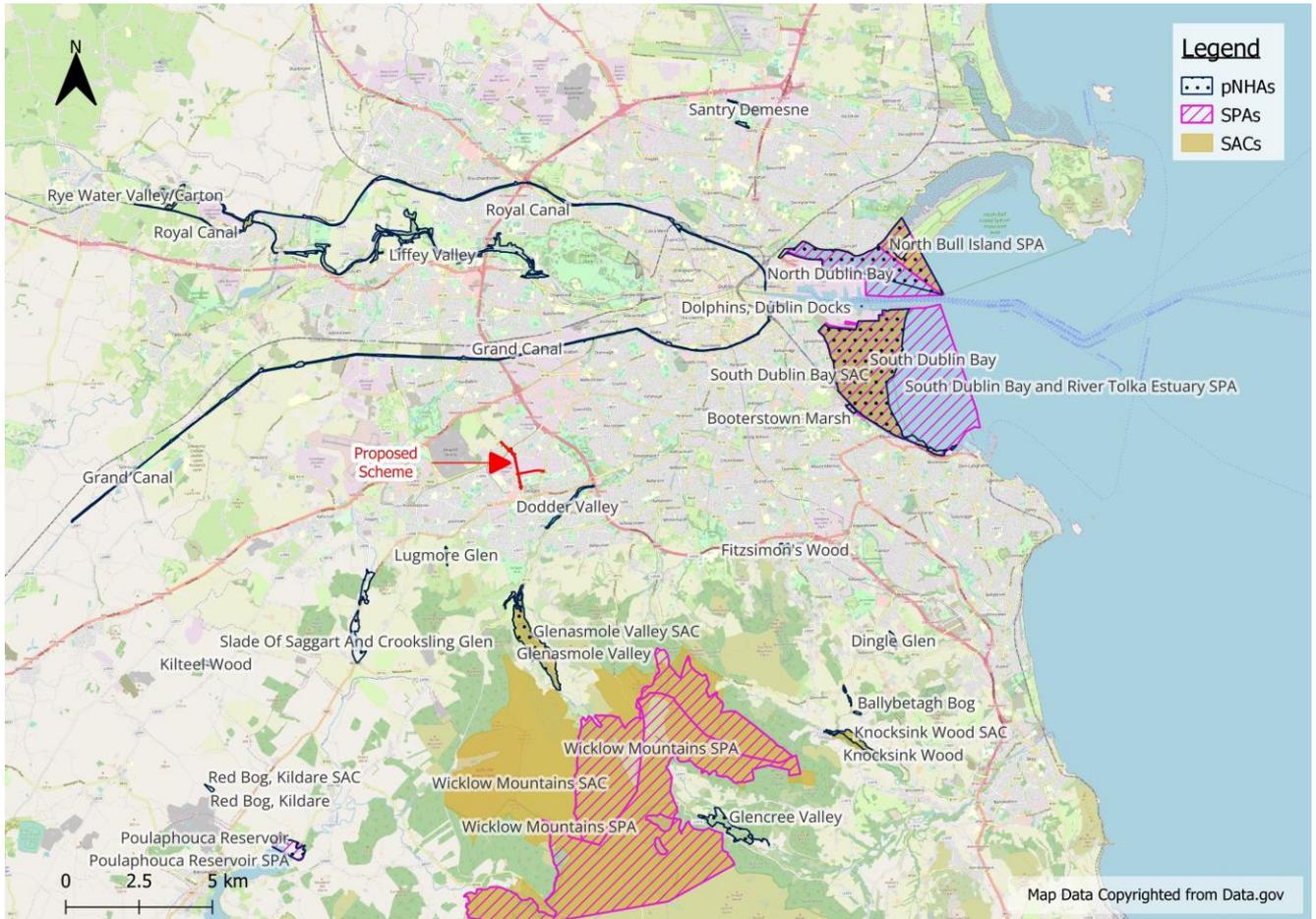


Figure 5-1: NPWS Protected Sites surrounding the proposed scheme (Source: NPWS online mapping)

Table 5-1: Special Protection Areas (SPA) surrounding the proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
004024	South Dublin Bay and River Tolka Estuary SPA	10.3 km
004006	North Bull Island SPA	13.7 km
004040	Wicklow Mountains SPA	7.1 km
004063	Poulaphouca Reservoir SPA	14.2 km

Table 5-2: Special Areas of Conservation (SAC) surrounding the proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000210	South Dublin Bay SAC	10.4 km
001209	Glenasmole Valley SAC	3.3 km

000206	North Dublin Bay SAC	13.7 km
000725	Knocksink Wood SAC	13 km
002122	Wicklow Mountains SAC	5.6 km
001398	Rye Water Valley SAC	9.9 km
000397	Red Bog, Kildare SAC	14.9 km

Table 5-3: Proposed Natural Heritage Areas (pNHA) within the Source Pathway of the proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
001202	Ballybetagh Bog	12.9 km
001205	Boosterstown Marsh	10.6 km
001207	Dingle Glen	13.6 km
000991	Dodder Valley	1.6 km
000201	Dolphins, Dublin Docks	11.8 km
001753	Fitzsimon's Wood	9.6 km
001209	Glenasmole Valley	3.9 km
001755	Glencree Valley	13.1 km
002104	Grand Canal	2.8 km
001394	Kilteel Wood	12.2 km
000725	Knicksink Wood	13.5 km
000128	Liffey Valley	5.8 km
001212	Lugmore Glen	3.3 km
000206	North Dublin Bay	13.8 km
000731	Poulaphouca Reservoir	14.3 km
000397	Red Bog, Kildare	10.0 km
002103	Royal Canal	8.5 km
001398	Rye Water Valley	14.8 km
000178	Santry Demesne	13.6 km
000211	Slade of Saggart and Crooksling Glen	5.8 km
000210	South Dublin	10.4 km

The Proposed Scheme is not likely to result in effects beyond the extents of the Site due to the nature of works, the existing land use of the Site and the likely effects of the proposed development. While effects will be localised to the Site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report.

The conclusion of the Screening is that there is no potential for Likely Significant Effects, alone or in combination, on the conservation objectives of any European site, therefore Appropriate Assessment of the proposed development is not required. (MKO, 2023).

The subject area is situated within the Liffey and Dublin Bay WFD Catchment (Catchment ID 09), the Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16) and the Liffey_SC_090 Sub-Catchment (Sub catchment ID 09_15) as defined by the EU Water Framework Directive (2000/60/EC), the CAMAC_040 river sub basin (IE_EA_09C020500) and the Poddle_010 river sub basin (EU_CD: IE_EA_09P030800).

The nearest waterbody to the proposed scheme is the river Poddle (IE_EA_09P030800) located approx. 200m east of the scheme. Based on the monitoring data from 2021, the river is 'At Risk' of not achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Poor'.

There is a river water body Camac (020, 030 and 040) (EPA Mapping) approx. 2km west of the proposed scheme. However, this stream is culverted. Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor' and it is deemed 'At Risk' of not achieving its Water Framework Directive (WFD) objectives by 2027, except for the CAMAC_020 which is 'Moderate'.

There is a river water body Dodder (040) (EPA Mapping) approx. 500m south of the proposed scheme. Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor' and it is deemed 'At Risk' of not achieving its Water Framework Directive (WFD) objectives by 2027.

The details of WFD status and WFD Risk for all waterbodies are shown in Figure 5. 1 and presented in Table 5-4.

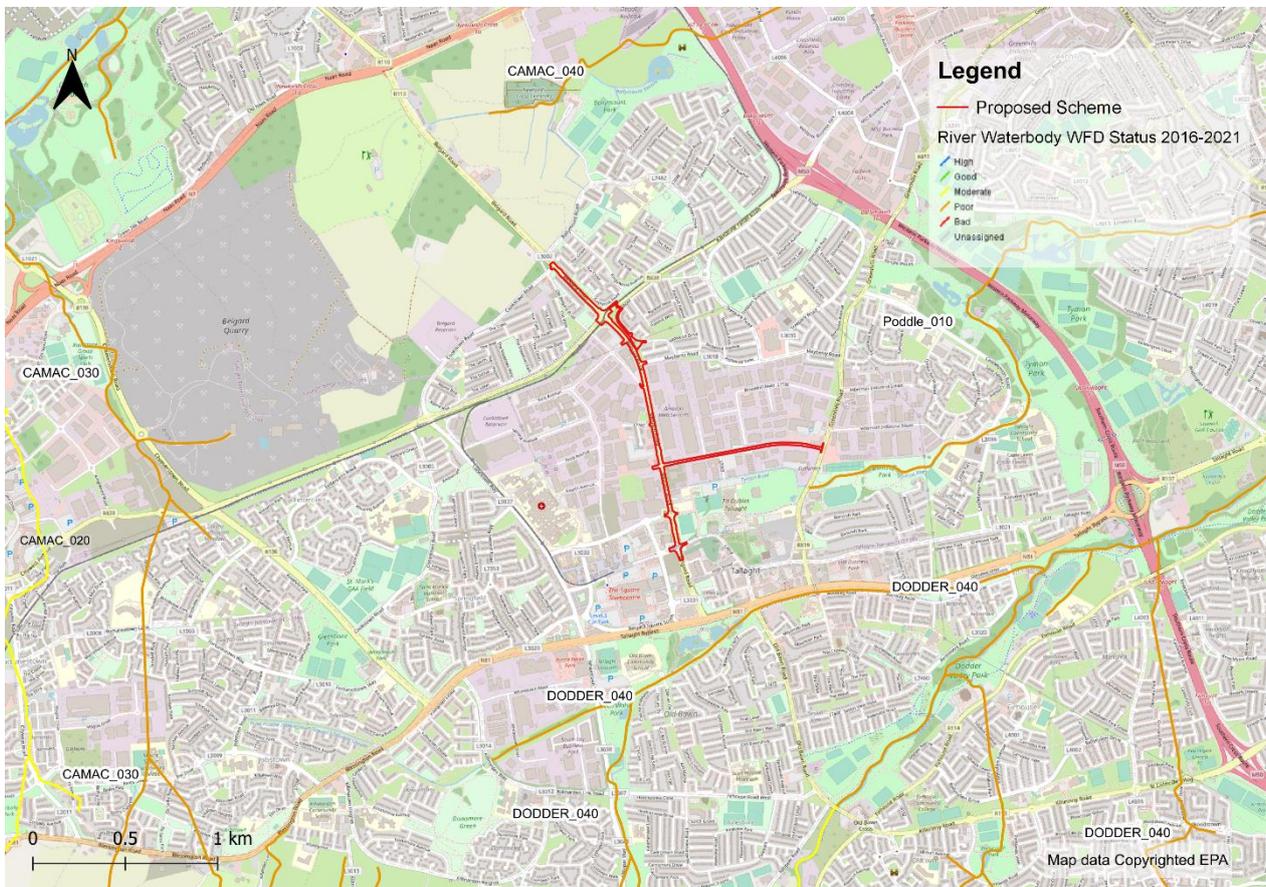


Figure 5. 1: Waterbody Status and Water Quality in vicinity of the Proposed Scheme (Source: EPA Mapping)

Table 5-4: Waterbody Status and Water Quality in vicinity of the Proposed Scheme

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2013-2018)	Waterbody WFD Status (2016-2021)
River	CAMAC_020	IE_EA_09C020250	At Risk	Moderate
River	CAMAC_030	IE_EA_09C020310	At Risk	Poor
River	CAMAC_040	IE_EA_09C020500	At Risk	Poor
River	DODDER_040	IE_EA_09D010620	At Risk	Poor
River	Poddle_010	IE_EA_09P030800	At Risk	Poor

5.7 The risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge

The EIA Directive introduced the requirement to assess the ‘expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned’.

There is currently no clear definition of the term ‘major accident and / or disaster’ has been outlined in the context of the EIA Directive. The *Major Accidents and Disasters in EIA: A Primer* published by Institute of Environmental Management and Assessment (IEMA) in 2020 includes the following definitions:

- Disaster – a natural hazard (e.g., earthquake) or a man-made / external hazard (e.g., act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident.
- Major Accident – events that threaten immediate or delayed serious environmental effects to human health, welfare and / or the environment and require the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g., train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events; and
- Significant environmental effect (in relation to a major accident and / or disaster assessment) – includes the loss of life, permanent injury and temporary or permanent destruction of an environmental receptor which cannot be restored through minor clean-up and restoration.

Construction activities to be undertaken are well understood and are commonly practiced in the Greater Dublin region. During operation, the Scheme will incentivise modal shift in cycling through increased cycle facilities. It is highly unlikely that any major accidents and / or disasters risk events would occur that present a sufficient combination of risk and consequence that would lead to significant residual environmental effects.

The proposed scheme does not fall within the consultation zone for any Seveso site (i.e., a site subject to Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major accident hazards).

The proposed scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works’ (OPW) website.

There is no record of historic flood events in the vicinity of the proposed site, as seen on the National Flood Hazard Mapping Website www.floodmaps.ie. It is considered that the proposed scheme site is not vulnerable to either direct or indirect significant effects as a result of flooding. It is also anticipated that any localised drainage issues would be engineered out as required during construction.

During the Construction Phase, there will be appropriate management plans implemented to manage and minimise risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan, and an Incident Response Plan.

Therefore, in the context of major accidents and disasters, significant environmental effects are considered unlikely at EIA Screening Stage and not considered further.

5.8 The risks to human health (for example due to water contamination or air pollution)

The EIA Directive has introduced the requirement to consider the 'direct and indirect significant effects of a project on...population and human health'. The Proposed Scheme is not expected to give rise to adverse risks to human health. The Proposed Scheme will result in modal shift by promoting safe and convenient alternatives to private vehicles. It will enhance use of cycling facilities and ensure integration of physical activity facilities, improve air quality, and help prevent people being exposed to unacceptable levels of pollution in urban areas. Therefore, it is expected that the implementation of the proposed scheme will result in a reduction of risk to human health arising from contamination or pollution.

The proposed scheme has the potential to impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services and positive effects on population and human health. The potential for likely significant effects on human health is discussed in Section 7.9.

SECTION 6: LOCATION OF PROJECT

Paragraph 2 of Annex III of the EIA Directive sets out the criteria (also set out in Schedule 7 of Planning and Development Regulations 2001, as amended) with regard to the location of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section considers the environmental sensitivity of geographical areas likely to be affected by the Proposed Scheme.

6.1 The existing and approved land use

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within and around the Proposed Scheme extents as discontinuous urban fabric, with patches of industrial or commercial unit land use and patches of sport and leisure facilities land use. The proposed scheme extends along part of the R113 and includes Airton Road.

Most of the land in and around the proposed scheme are zoned as Objective REGEN – To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery. The proposed scheme is also zoned by Objective OS (Open Space) and Objective TC (Town Centres).

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

The proposed scheme is located mostly on R113 with predominantly industrial and commercial land use along the length of the scheme as well as some residential land use. Natural resources are considered to include soil, land, water, and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure.

The existing storm water drainage network within the study area will be maintained. The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Some existing road gullies which no longer align with new kerbs will be decommissioned. New road gullies and connections are required only where the alignment has changed.

The proposed scheme is underlain by 'Dark limestone & shale (calp), Granite with microcline phenocrysts, and Locally Important Aquifer Bedrock which is moderately productive only in local zones.

The proposed scheme is located within an urban area on public roadways and on 'made ground'. The nearest areas that are considered to be of significant value for habitats and species are listed in Table 5-1, Table 5-2 and Table 5-3.



Figure 6. 1: Bedrock Geology (Map Source: Geological Survey Ireland)



Figure 6. 2: Bedrock Aquifer (Map Source: Geological Survey Ireland)

The proposed scheme is in proximity of the CAMAC_020/030/040, DODDER_040 and Poddle_010. Details of the status of these waterbodies is provided in Table 5-4 which shows the CAMAC_020 is 'Moderate' for Water Framework Directive (WFD) status; and the others are 'Poor' for Water Framework Directive (WFD) status 2016-2021.

Habitats recorded within the footprint of the proposed development were classified as **Buildings and Artificial Surfaces (BL3)**, **Amenity grassland (Improved) (GA2)**, and **Treelines (WL2)**.

Residential buildings, public buildings, associated tarred areas for access (roads and footpaths), car parking, and concrete walls have been classified as **Building and Artificial Surfaces (BL3)**. This was the most predominant habitat type recorded within the proposed development footprint.

Improved Amenity Grassland (GA2) was recorded along both Belgard Road and Airton Road. This habitat acts as a buffer between the carriageway and the footpaths.

A **Treeline (WL2)** dominated by Lime (*Tilia* sp.) was recorded along Belgard Road, while a **Treeline (WL2)** consisting primarily of Maple (*Acer* sp.) and silver birch (*Betula pendula*) was recorded along Airton Road.

There are no potential impacts on the quality and regenerative capacity of natural resources in the area.

It is considered that the proposed scheme is consistent with the existing land uses and the wider land uses in the surrounding area. Therefore, the proposed scheme will not have any significant impact on the underlying bedrock, geology, hydrogeology or biodiversity of the site.

6.3 The absorption capacity of the natural environment, paying particular attention to the following areas.

6.3.1 Wetlands, riparian areas, and river mouths

The nearest waterbody to the proposed scheme is the river Poddle (IE_EA_09P030800) located approx. 200m east of the scheme.

The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09), the Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16) and the Liffey_SC_090 Sub-catchment (Sub catchment ID 09_15).

There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained. The majority of the works for the proposed scheme are to take place on existing hardstanding areas.

6.3.2 Coastal zones and the marine environment

Proposed scheme is not situated close to a coastal zone or marine environment. Therefore, none affected by the proposed scheme.

6.3.3 Mountain and forest areas

Proposed scheme is not situated within a mountain and forest area. Therefore, none affected by the proposed scheme.

6.3.4 Nature and reserve parks

Proposed scheme is not situated within a nature or reserve parks. Therefore, none affected by the proposed scheme.

6.3.5 Areas classified or protected under national legislation, including areas classified or protected under national legislation; Natura 2000 areas designated by member states pursuant to directive 92/43/EEC and directive 2009/147/EC; Special Protection Areas designated pursuant to directives 2009/147/EC and 92/43/EEC

None directly affected by the Proposed Scheme.

The designated sites surrounding the proposed scheme identified using the source-pathway-receptor model are listed in Table 5-1, Table 5-2 and Table 5-3.

In accordance with Article 6(3) of the EU Habitats Directive (92/43/EEC), a screening for Appropriate Assessment was prepared for the project (MKO, 2023) with a conclusive finding that the proposed scheme, individually or in combination with other plans or projects, will not have a significant effect on any other Natura 2000 Site and hence, Appropriate Assessment is not required.

6.3.6 Areas in which there has already been a failure to meet the environmental quality standards, laid down in union legislation and relevant to the project, or in which it is considered there is such a failure

The river Camac_030 (EU_CD: IE_EA_09C020310), CAMAC_040 (EU_CD: IE_EA_09C020310), river DODDER_040 (EU_CD: IE_EA_09D010620) and river Poddle_010 (EU_CD: IE_EA_09P030800) are at risk for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor' for all the rivers mentioned previously. The river CAMAC_020 (EU_CD: IE_EA_09C020250) is at risk for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Moderate'.

6.3.7 Densely populated areas

The proposed scheme is located in a densely populated area in Tallaght.

6.3.8 Landscapes and sites of historical, cultural, or archaeological significance

The National Monuments Service 'Historic Environment Viewer', South Dublin County Development Plan 2022-2028 and Record of Monument and Places was utilised as part of this desk-based study to identify features of archaeological, architectural, heritage or cultural mitigation measures in proximity to the proposed scheme site.

There is one National Inventory of Architectural Heritage (NIAH) within or in the vicinity of the proposed scheme extents. The Tynan Memorial Cross monument (11210003) is close to the Northern border of the scheme. There is 5 Sites and Monuments Record (SMR), shown in Figure 6. 3 and described in the Table below.

The 'Zone of Notification' for these monuments partially extends towards the proposed scheme area however the development of the subject lands will not result in any direct impact on the monuments. The zone does not define the exact extent of the monuments but is intended to identify the monuments for the purpose of notification under Section 12 of the National Monuments Act (1930-2004).

The potential impact on archaeology, architecture and cultural heritage is discussed further in Section 7.13.

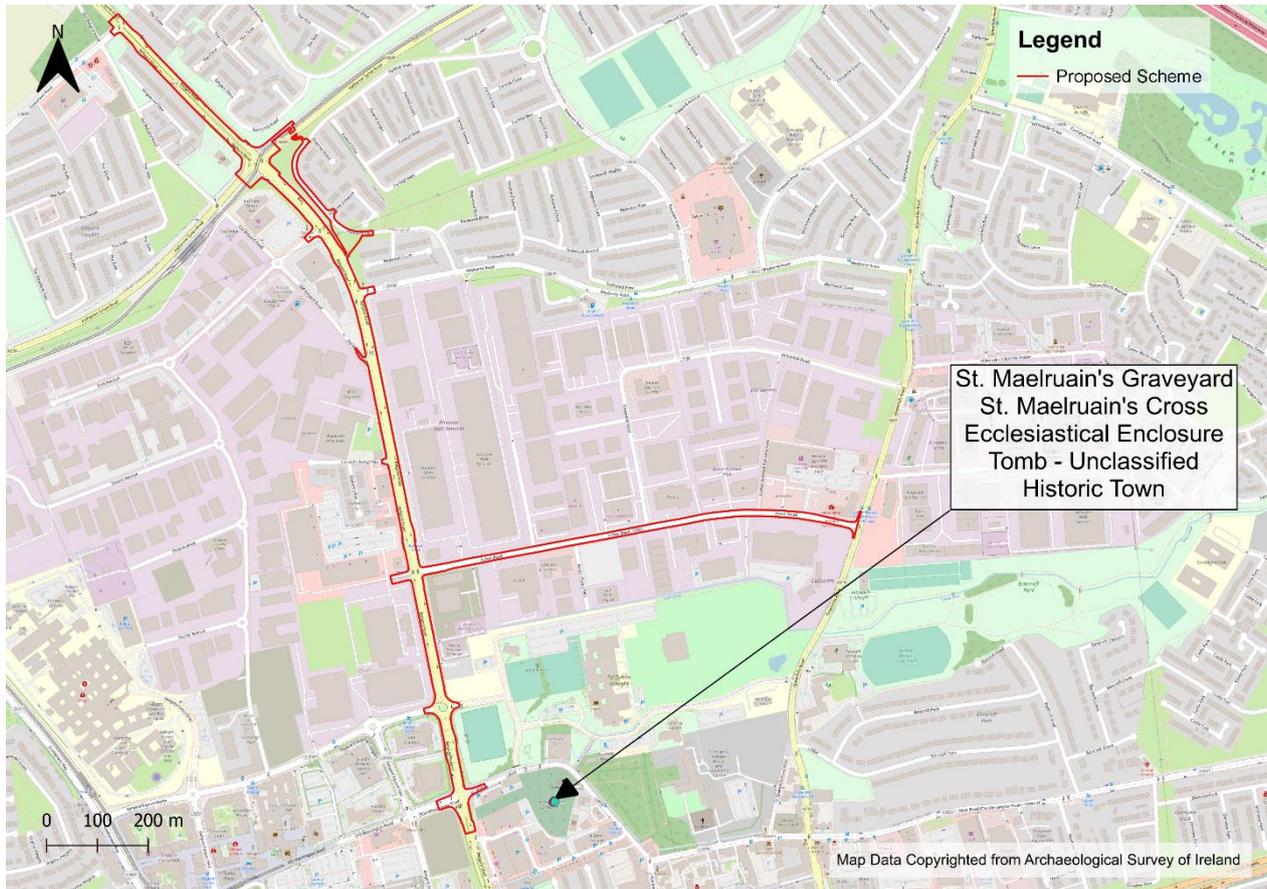


Figure 6. 3: Architectural Heritage and Monuments (Source: National Monuments Service 'Historic Environment Viewer')

Table 6. 1: Sites and Monuments Record in proximity to the proposed scheme

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU021-037006	St Maelruan's Cross	Tallaght	<p>A small, Latin cross stands on a pyramidal base which in turn stands on a circular granite stone, possibly a millstone in the graveyard S of the medieval parish church. There is a deeply incised line on one of the faces of cross close to the base of the shaft (Handcock, 1899). Scantlebury states that St Maelruan's 'grave in the churchyard is pointed out where stands the base and part of the head of a small plain cross of granite' (1953, 67). He also points out the former veneration of the locals for this, stating that they 'would not suffer any corpse to be interred too near it' and that 'they were accustomed, too, to measure their family graves as being so many feet or yards from St Maelruan's grave' (Scantlebury 1953, 67).</p> <p>Reference: www.archaeology.ie/ SMR file</p>	Approx. 143 m.
DU021-037	Historic town	Tallaght	<p>In the twelfth century Tallaght formed part of the See lands of the Archbishop of Dublin and is listed among the lands confirmed to Archbishop Laurence O'Toole by Pope Alexander III in 1179 (Sheehy 1962, I, 27). The archbishops founded a borough here and an extent of 1326 mentions that there were then 15 burgesses rendering 15 shillings per annum (Mc Neill 1950, 181). Apart from the burgesses there were also free tenants, eighteen cottiers and four betaghs residing at Tallaght. It was one of the most important ecclesiastical manors in County Dublin throughout the Middle Ages. By the Sixteenth century it was the Archbishop's principal residence outside the city (Handcock 1899, 11). The street pattern of the medieval borough was linear and appears to have consisted simply of main street which expanded at its west end to form the market place, where the road forked N past St Mael Ruains church and south towards Oldbawn. The archbishop's palace lay on the N side of the road and the long plots on the S side are probably the remains of the medieval burgage plot pattern.</p> <p>Reference: www.archaeology.ie/ SMR file</p>	Approx. 137 m

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU021-037005	Tomb - unclassified (present location)	Tallaght	<p>No information in file</p> <p>Reference: www.archaeology.ie/ SMR file</p>	Approx. 137 m
DU021-037002	Ecclesiastical enclosure	Tallaght	<p>The probable position of the ecclesiastical enclosure which surrounded the monastery is indicated by the curvature of the present graveyard boundary on the SW side of the medieval parish church and the apparent continuation of that curvature across the road on the W side where it is thought to have continued around into the present priory lands. Test trenching in 1991 prior to construction of the new regional technical college failed to identify a corresponding section but two ditches were revealed which may be part of an inner enclosure. These had been in-filled in the 13th-14th-century (Wth 5-8m, D 1.4m). They were similar to concentric ditches identified to the SW of the present church boundary (Hayden 1991, 29; 1991, 17). In 1995 test trenching west of St. Maelruan's revealed a single ditch (Wth 4.7m, D1.2m). A sherd of medieval pottery was found in the basal layer. (Mc Conway 1996,)</p> <p>Reference: www.archaeology.ie/ SMR file</p>	Approx. 137 m

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU021-037004	Graveyard	Tallaght	<p>The probable position of the ecclesiastical enclosure which surrounded the monastery is indicated by the curvature of the present graveyard boundary on the SW side of the medieval parish church and the apparent continuation of that curvature across the road on the W side where it is thought to have continued around into the present priory lands. Test trenching in 1991 prior to construction of the new regional technical college failed to identify a corresponding section but two ditches were revealed which may be part of an inner enclosure. These had been in-filled in the 13th-14th-century (Wth 5-8m, D 1.4m). They were similar to concentric ditches identified to the SW of the present church boundary (Hayden 1991, 29; 1991, 17). In 1995 test trenching west of St. Maelruan's revealed a single ditch (Wth 4.7m, D1.2m). A sherd of medieval pottery was found in the basal layer (Mc Conway 1996).</p> <p style="text-align: center;">Reference: www.archaeology.ie/ SMR file</p>	Approx. 135 m

SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

Paragraph 3 of Annex III of the EIA Directive sets out the criteria to assess likely significant effects of a project on the environment with regard to the factors specified in Article 3(1) of the EIA Directive. This section presents the likely significant effects of the Proposed Scheme on different environmental factors.

7.1 The magnitude and spatial extent of the impact

This project relates to cycle facility upgrade works in the South Dublin region. The proposed scheme works are within the existing road space and footpaths. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

7.2 The nature of the impact

Due to the small scale of the proposed project, any potential impacts are not likely to be significant.

7.3 The transboundary nature of the impact

Having regard to the scale of the proposed scheme, it is considered that any effects (which are likely to be insignificant) will be localised in nature and the proposed development will not result in any transboundary impacts.

7.4 The probability of the impact

During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption a CEMP will be implemented, and mitigation measures will be undertaken.

7.5 The Possibility of Effectively Reducing the Impact

The potential exists at the construction stage for temporary impacts associated with localised traffic disruption, construction noise and dust, and impact to surface waters by runoff, sedimentation, and construction materials and debris. However, a site-specific CEMP will be prepared by the appointed contractor that will detail all mitigation measures required to effectively limit the potential of impacts related to the site works.

7.6 Traffic and Transport

The proposed scheme is designed to provide safer and more attractive infrastructure for cyclists. The Construction Phase of the proposed scheme has the potential to impact people's day-to-day travel activities. Temporary traffic diversions, and in some instances temporary lane or road closures, may be required to undertake construction activities necessary to complete the proposed scheme. Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as bus stops, traffic crossings, private dwellings, and business.

Impacts during the Construction Phase have the potential for temporary moderate negative effects. However, during the Construction Phase, there will be appropriate management plans implemented for example a Construction Environmental Management Plan and a Construction Traffic Management Plan.

Cyclists will experience a significant long term positive impact from the improved accessibility and a safer travel environment. Therefore, the development is likely to result in permanent significant positive effects on traffic and transport.

7.7 Air Quality

Emissions to air during the Construction and Operational Phases have the potential to affect sensitive receptors (human and ecological receptors) both within the immediate vicinity and wider distances from the proposed scheme. Sensitive air quality receptors include buildings (residential, commercial, recreational, educational, and medical) and road users in the immediate vicinity of the existing road boundary.

Construction activities have the potential to cause dust and particulate emissions which can be exacerbated by winds and dry weather. Dust emissions have the potential for temporary moderate negative effects, particularly on road users and sensitive receptors adjacent to construction sites and compounds. However, due to the limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.

There is potential for air quality effects during the construction phase which have the potential to cause short-term disturbance to nearby receivers.

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the scale of the proposed scheme and the existing traffic volumes.

During the operational phase, it is considered that this project is likely to have a long-term benefit on air and climatic factor. The scheme will improve the air quality due to the reduction in volume of vehicles and help reduce the existing CO₂ emissions through a reduction in fuel consumption. Therefore, likely to result in permanent significant positive effects.

7.8 Noise and Vibration

Noise and vibration can be a source of disturbance at sensitive receptors. Given the urban context of the proposed scheme, sensitive noise and vibration receptors include buildings (residential, commercial, recreational, and open spaces) and road users in the immediate vicinity of the existing road boundary.

However, there is minimum potential for noise and vibration emissions from construction plant considering the type of works required. Construction activities are considered to be temporary, and the proposed scheme has the potential for temporary minor negative effects.

It is noted in Figure 6. 3 above that the proposed scheme is located in immediate proximity to five Sites and Monuments Record (SMR). In addition, there is one protected structure along the proposed scheme route.

However, the level of vibration caused during the construction phase is unlikely to generate any significant impacts on surrounding structures. Thus, significant impacts to protected monument, protected structures, and heritage structures within the vicinity of the proposed scheme are unlikely.

During operational phase, the modal filters will improve the environment by reducing traffic and related noise. Therefore, improvement in the environment in the context of noise on the proposed scheme route with reduction in volume of vehicles.

7.9 Population and Human Health

The proposed scheme represents new, and in some sections upgraded, cycle facilities. Sensitive human receptors include residential, community and recreational facilities, and commercial along the proposed scheme.

During the Construction Phase there may be some disruption to road users, pedestrians and cyclists, as well as some noise and dust emissions. A potential slight negative, temporary effect on Population and

Human Health is therefore identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.

However, best construction practice will be implemented to ensure that noise and dust emissions will be kept within the required limits and a traffic management plan will be implemented for the duration of the construction works to ensure the maintenance of through traffic and of all site access.

The operational phase of the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists. These operational benefits have the potential to have a permanent significant positive effect on the local community through improved access to cycling, and increased safety for vulnerable road users therefore promoting a modal shift to more sustainable mode of transport.

7.10 Biodiversity

All the European Sites within a distance within the Likely Zone of Impact of the proposed development site and that could potentially be affected were identified using source-pathway-receptor model.

All existing trees along the route will be retained.

It is concluded in the AA Screening report (MKO 2023) that there is no potential for Likely Significant Effects, alone or in-combination, on the conservation objectives of any European site, therefore Appropriate Assessment of the proposed development is not required.

7.11 Water

There was no watercourse identifies within the proposed scheme site. The nearest waterbody to the proposed scheme is the river Poddle which is approx. 200m from the site.

Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.

The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle path and footpath network.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the surface water waterbodies. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

During Operational Phase, the proposed scheme will connect to the existing drainage infrastructure. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

7.12 Land, Soils, Geology and Hydrogeology

The Lower Carboniferous (Mississippian) 'Calp bedrock consists of beds of dark grey-black, fine-grained limestone with interbedded calcareous shale. Calp bedrock underlies most of the Dublin Metropolitan area. The Calp limestone is not susceptible to karstification, likewise no major cavities occur in these rock types. Because this rock type has a low permeability, groundwater vulnerability is considered 'low'. The proposed scheme is underlain by a Locally Important Aquifer, which is moderately productive in localized zones. The soils within the scheme extents are classified as Flat to Undulating Lowland (Gleys & Grey brown Podzolics). Considering its urban nature, there may be sources of contamination within the made ground.

There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. Having regard to the depth of the proposed excavations, dewatering is not

envisaged to be required during the works. The proposed scheme is not expected to give rise to any impacts on hydrogeology.

During the operational phase, gullies will be moved which will revert surface water drainage to the existing drainage network.

Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.

7.13 Archaeology, Architectural and Cultural Heritage

There is five Sites and Monuments Record (SMR), DU021-037006 St Maelruan's Cross, DU021-037 Historic Town, DU021-037005 Tomb – unclassified, DU021-037002 Ecclesiastical enclosure and DU021-037004 Graveyard are located near the proposed scheme extents. (Refer to Table for information). These monuments are listed in the Record of of Monuments and Places (RMPs) in SD County Development Plan 2022-2028 and therefore subject to statutory protection under the provisions of National Monuments Act 1987 as amended.

In considering that the proposed works will take place entirely within the existing road space, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on recorded monuments are identified during the construction phase of the proposed scheme.

There is a NIAH sites in or adjacent to the proposed scheme; 11210003 Tynan Memorial Cross monument as well as the previously mentioned SMR's that are also NIAH's. The Tynan Memorial Cross monument also listed in the Record of Protected Structures (RPS) in South Dublin County Development Plan 2022-2028.

In considering that the proposed works will take place entirely within the existing road space, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on protected structures are identified during the construction phase of the proposed scheme.

A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.

7.14 Landscape and Visual

The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial, and open space land uses.

It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.

7.15 Waste and Resources

During Construction Phase solid waste will be generated, however volumes requiring off-site management will not be significant. Given the nature of the proposed scheme, it is anticipated that demolition waste materials will comprise mainly concrete kerbs and soil.

All waste arisings will be transported off site by an approved Waste Contractor holding a current waste collection permit. Materials to be removed off site in skips or using haulage trucks and using the construction

traffic egress points. All waste arisings requiring re-use, recycling, recovery, or disposal off site will be brought to facilities holding the appropriate certificate of registration, licence, or permit, as required.

A minor, negative, and temporary effect on resource and waste is predicted during the construction phase of the proposed scheme.

No waste will be produced during the operational phase of the proposed scheme.

7.16 Material Assets

There are a number of utilities in place alongside and crossing the existing road along the proposed scheme, the majority of which are buried within roadways, footpaths, and verge space. These utilities include gas, electricity, water and telecommunication lines and associated infrastructure.

During construction, there will be no major disruption expected. The proposed scheme may have potential for very minor and temporary disruption to facilitate new connections.

No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.

7.17 Cumulative Effects

Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.

Cumulatively, the proposed scheme along with certain projects BusConnects will improve the sustainable transport network in the proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.

Therefore, no significant negative cumulative effects will arise from these projects.

SECTION 8: CONCLUSION

It is concluded that impacts associated with the Construction and Operational Phases of the proposed scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

- Characteristics of Project
- Location of Project
- Type and Characteristics of Potential Impact

Barry Transportation has prepared this EIA Screening Report on behalf of SDCC to determine whether an EIA is required for the proposed development. The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. This information will assist the competent authority, SDCC to undertake the EIA screening as required under the Planning and Development Regulations, 2001, as amended and the Roads Act 1993, as amended.

Based on the information provided in this report, it is the opinion of Barry Transportation that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. However, the determination on EIA screening will be made by SDCC.

APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST

Screening Determination:		
A. Case Details:		
Planning Register Reference:		
Development Summary:	Tallaght to Clondalkin Cycle Scheme	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purpose of AA Screening
Is an IED/IPC/Waste Licence or Wastewater Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant ³ assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	

B. Examination:	
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):	
	If relevant, briefly describe the characteristics of the development (i.e., the nature and extent):
(a) The size and design of the whole of the proposed development (including any demolition works):	<p>The proposed scheme lies in Tallaght which is an urban village within the County of South Dublin. It is located approximately 8 km south-west of Dublin City Centre.</p> <p>The site of the proposed developments is 2.6km of road, including a portion of Belgard Road and Airton Road.</p>

³ Relevant assessments are those which have a significant bearing on the project.

<p>(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:</p>	<p>The SDCC Planning website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed development. Projects of note are identified in Section 5.2 of this report. Given that there are no likely significant effects identified as a result of the proposed development, no cumulative effects are identified.</p>
<p>(c) Use of natural resources, in particular land, soil, water and biodiversity:</p> <p><i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i></p>	<p>The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.</p>
<p>(d) Production of waste:</p> <p><i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>No significant earthworks or excavation required. Minor quantities of waste will be generated from the topsoil stripping. There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials.</p>
<p>(e) Pollution and nuisances:</p> <p><i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.</p>
<p>(f) Major accidents and disasters:</p> <p><i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>The proposed scheme does not fall within the consultation zone for any Seveso site. The proposed scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan.</p>
<p>(g) Risks to human health, for example due to water contamination or air pollution:</p>	<p>The proposed scheme has the potential impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services</p>

<p>2. Location of proposed development:</p>	
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</p>	<p>If relevant, briefly describe the characteristics of the location</p> <p>(with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally, describe the location of the site and its surroundings:</p>	<p>The proposed scheme is 2.6km in length along part of Belgard Road and along Airton Road. The scheme includes new segregated cycling facilities along Belgard Road and Airton Road.</p>

<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>The site of the proposed scheme is not within close proximity to any designated sites. Wicklow Mountains SPA and Glenasmole Valley SAC are the closest to the scheme and are respectively located 7.2km and 3.4km away from the scheme.</p> <p>The nearest pNHA to the site is Dodder Valley pNHA which is located approximately 1.6km from the scheme. There are no NHA's within the Source Pathway of the proposed scheme.</p> <p>There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the proposed development.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The proposed scheme is situated within the Liffey and Dublin Bay WFD catchment and Dodder_SC_010 sub catchment and the Liffey_SC_090 Sub-Catchment. It is also in close proximity to the Poddle river waterbody. There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>The proposed development is located in parts in the Tallaght business district and in parts within residential areas. There are multi-storey mixed-use premises located in immediate proximity to the site as well as some residential dwellings.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>There is a NIAH sites in or adjacent to the proposed scheme; 11210003 Tynan Memorial Cross monument as well as the previously mentioned SMR's that are also NIAH's. The Tynan Memorial Cross monument also listed in the Record of Protected Structures (RPS) in South Dublin County Development Plan 2022-2028.</p> <p>There are five Sites and Monuments Record (SMR) that may be impacted by the scheme. St Maelruan's Cross (DU021-037006), Historic town (DU021-037), Tomb - unclassified (present location) (DU021-037005), Ecclesiastical enclosure (DU021-037002), and Graveyard (DU021-037004) which are also listed in the Record of Monuments and Places.</p> <p>The proposed scheme falls in proximity of the Tallaght Village Architectural Conservation Area (ACA) ACA012 but will not impact it.</p>
<p>(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?</p>	<p>The Proposed Scheme is located in densely populated area in Tallaght. The extents of the scheme does not extend to any buildings that could be classified as sensitive land use.</p>
<p>(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?</p>	<p>The site of the proposed scheme is not within close proximity to any designated sites. Wicklow Mountains SPA and Glenasmole Valley SAC are the closest to the scheme and are respectively located 7.2km and 3.4km away from the scheme.</p>

<p>(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?</p>	<p>There are no known areas within or around the site of the proposed development which are already subject to pollution or environmental damage, or where there has already been a failure in environmental standards that could be affected by the proposal.</p> <p>There are water features near the site of the proposed scheme. The closest water feature is the river Poddle which is a river waterbody that is "At Risk" and "Poor" in terms of achieving its Water Framework Directive objectives.</p>
<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>cf</p>
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>No additional considerations in addition to those previously identified above are specific to this location.</p>

3. Types and Characteristics of potential impacts:

<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g., geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency, and reversibility of the impact):</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
<p><i>Population and human health:</i></p>		
<p>The proposed scheme involves new cycling facilities along Belgard Road and Airton Road.</p> <p>A potential slight negative, temporary effect on Population and Human Health is identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.</p> <p>When completed, the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists.</p>		<p>No</p>
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.^{4 *}</i></p>		

⁴ And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>It was concluded by MKO, that there is no potential for Likely Significant Effects, alone or in combination, on the conservation objectives of any European site, therefore Appropriate Assessment of the proposed development is not required.</p>		<p>No</p>
<p><i>Land, soil, water, air, and climate:</i></p>		
<p>Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.</p> <p>The Lower Carboniferous (Mississippian) 'Calp bedrock consists of beds of dark grey-black, fine-grained limestone with interbedded calcareous shale. Calp bedrock underlies most of the Dublin Metropolitan area. The Calp limestone is not susceptible to karstification, likewise no major cavities occur in these rock types. Because this rock type has a low permeability, groundwater vulnerability is considered 'low'. The proposed scheme is underlain by a Locally Important Aquifer, which is moderately productive in localized zones. The soils within the scheme extents are classified as Flat to Undulating Lowland (Gleys & Grey brown Podzolics). Considering its urban nature, there may be sources of contamination within the made ground.</p> <p>There were no watercourses identified within the proposed scheme site. The nearest waterbody to the proposed scheme is the river Poddle which is approx. 200m from the site.</p> <p>The proposed scheme is not likely to have a significant impact on existing watercourses. There is existing drainage infrastructure in place to manage construction and operational related run off.</p> <p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the operational phase, new gullies will be installed which will revert surface water drainage to the existing drainage system, as per the current scenario. Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.</p> <p>Due to limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.</p>		<p>No</p>
<p><i>Material assets, cultural heritage, and the landscape: *</i></p>		

<p>No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.</p> <p>There is one National Inventory of Architectural Heritage (NIAH), the Tynan Memorial Cross monument (11210003), in the vicinity of the proposed scheme extents. There are some protected structures in the vicinity of the proposed scheme extents. There are five Sites and Monuments Record (SMR) in the vicinity of the proposed scheme extents. The 'Zone of Notification' for these monuments partially extends towards the proposed scheme area. However, the development of the subject lands will not result in any direct impact on the monument.</p> <p>There would be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme because of the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>		No
<p><i>Cumulative effects:</i></p>		
<p>Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.</p> <p>Cumulatively, the proposed scheme will improve the sustainable transport network in the proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.</p> <p>Therefore, no significant negative cumulative effects from these projects.</p>		No
<p><i>Transboundary effects:</i></p>		
<p>The proposed scheme will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed scheme.</p>		No
<p>4. Additional Considerations</p>		
<p>Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):</p>	<p>The conclusions of the AA Screening Report have been considered in the preparation of this report.</p>	

Other relevant information/ considerations of note:	
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C. Determination:		
No real likelihood of significant effects on the environment.	✓	EIAR is not required
Real likelihood of significant effects on the environment.		EIAR is required

D. Main Reasons and Considerations:
<p>Having regard to 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:</p> <ul style="list-style-type: none"> (a) The nature of the development is not exceptional in the context of the existing environment. The proposed scheme aims to provide safer and more attractive infrastructure for cyclists. The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c.2.6km length. There are no significant negative cumulative effects given the scale and distance of the scheme from the projects. There is no watercourse identified within the proposed scheme area. The nearest water course is the river Poddle coastal waterbody which is 200m from the site. (b) The nearest waterbody to the proposed scheme is the river Poddle (IE_EA_09P030800) located approx. 200m east of the scheme. The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle path and footpath network. There is existing drainage infrastructure in place to manage construction and operational related run off. (c) There are some protected structures adjacent to the proposed scheme. A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

(d) It is concluded in the AA Screening report (MKO 2023), that there is no potential for Likely Significant Effects, alone or in-combination, on the conservation objectives of any European site, therefore Appropriate Assessment of the proposed development is not required.

It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.

APPENDIX 2: SCHEME DRAWING

