

Environmental Impact Assessment Screening Report

Knocklyon to Ballyboden
Active and Sustainable
Travel Scheme





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1. INTRODUCTION

MKO has been instructed by South Dublin County Council (the Applicant) to prepare an Environmental Impact Assessment (EIA) Screening Determination Report to accompany a planning application for the construction of the Knocklyon to Ballyboden Active and Sustainable Travel Scheme (the Proposed Development) funded by the National Transport Authority (NTA). The Proposed Development, which will be submitted under Part XI of the Planning and Development Act 2000 (as amended) (the Act) and Part VIII of the Planning and Development Regulations 2001 (as amended) (the Regulations), consists of improvements to the public realm, walking and cycling infrastructure along Firhouse Road, Knocklyon Road, Templeroan Road, Ballyboden Way, Ballyboden Road and Scholarstown Road and several secondary links connecting the main corridor with residential streets and local trip attractors. A full description of the Proposed Development is listed in Section 2.1 below.

This EIA Screening Determination Report (ELASDR) was undertaken to determine if an EIA is required for the Proposed Development as set out in the provisions of the Planning and Development Act 2000 (as amended), the Roads Act 1993 (as amended) and in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

1.1 EIA Screening Process

The requirement for EIA originates from Council Directive 85/337/EEC (as amended) by Directives 97/11/EC, 2003/35/EC, and 2009/31/EC) and subsequently codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. This Directive was further amended by Directive 2014/52/EU.

The mandatory requirement for an EIA is generally based on certain project categories as set out in Annex I and Annex II of the amended EIA Directive. Annex I projects require a mandatory EIA due to their nature and scale while Annex II projects may require an EIA depending on their characteristics, location, and potential environmental impacts.

In Ireland, these provisions are transposed into national law through:

- Planning and Development Act 2000 (as amended) and Planning and Development Regulations 2001 (as amended), which include Schedule 5, Parts 1 and 2 listing project types and thresholds.
- Roads Act 1993 (as amended), which governs EIA for road developments under Section 50 and Section 51.

Projects meeting or exceeding thresholds in Schedule 5 Part 1 or Section 50(1)(a) require a mandatory EIAR. For projects below these thresholds (sub-threshold projects), the competent authority must carry out screening to determine if significant environmental effects are likely, considering criteria in Schedule 7 of the Regulations and Annex III of the EIA Directive.

Under Section 50(1)(d) of the Roads Act, sub-threshold road projects located within or near sensitive areas (e.g., European sites, nature reserves, refuges for fauna/flora, or Natural Heritage Areas) must be screened. If EIA is required, an application must be made under Section 51 of the Roads Act. It is important to note, when a project (e.g., active travel or greenway) includes non-road elements such as car parks or bus depots, particularly in urban settings, the screening process for EIA—and potentially the EIA itself—may fall under alternative legislative provisions within the Planning and Development Act 2000 (as amended).

In regard to the requirements for EIA Screenings, Section 50(1)(e) of the Roads Act 1993 (as amended) states:

“Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála¹, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.”

This selection criteria includes the nature, scale, or extent of a project, as well as its location in relation to the characteristics of the receiving environment, particularly in or near sensitive areas. Taking into account this selection criteria, under Section 50(1)(c), where a road authority considers that a proposed road development (other than development as listed in Section 50(1)(a)) would be likely to have significant effects on the environment, it shall inform An Coimisiún Pleanála in writing prior to making an application for approval of the project. If EIA is required, then one must apply to the Board under Section 51 of the Roads Act 1993 (as amended).

1.2 Accompanying Reports

This ELASDR has considered the relevant information and conclusions of the following technical reports and assessments which have been prepared for the Proposed Development:

- Appropriate Assessment Screening Report, MKO
- Ecological Impact Assessment Report (EcIA), MKO
- Part VIII Planning Report, Arup

The findings of all technical reports outlined above have been fully considered in the preparation of this ELASDR. The findings of each report have been taken into account within this ELASDR, and, where relevant, appropriate control measures following best practice and key outcomes have been presented. A rationale is provided to demonstrate how these findings have informed the determination as to whether an EIA is required.

1.3 Statement of Authority

The EIA Screening Report has been compiled by Fangfei Zhang and reviewed by Tom Madden and Valerie Kendall, all of MKO.

Fangfei Zhang is a Graduate Environmental Scientist with MKO. She holds an MSc(Hons) in Environmental Science from Trinity College Dublin and a BEng (Hons) in Environmental Engineering, taking up her position with MKO in September 2025. Fangfei has experience in geo-environmental interpretive report and EIAR chapter writing and wastewater treatment.

Tom Madden is a Project Environmental Scientist with MKO with over 5 years of experience in environmental consultancies. Tom holds BSc (Hons) in Environmental Science from the University of Limerick. Prior to taking up his position with MKO in March 2022, Tom worked as an Environmental Consultant with Panther Environmental and held previous posts with Mulroy Environmental whilst being based in Dublin. Tom has specialist knowledge in environmental sampling (water, groundwater, dust, and soil) and has experience in preparing an array of environmental reports such as Construction Environmental Management Plans, EIA Screenings, Decommissioning Plans and more. Since joining MKO, Tom has been involved on a significant range of energy infrastructure, commercial, housing, and residential projects in addition to project managing quarry EIA planning applications through the statutory planning system, with more projects in the pipeline. Within MKO, Tom plays a large role in the management and confidence building of junior members of staff and works as part of a large multi-disciplinary team to produce EIA Reports. Tom is in the process of becoming a chartered member of CIWEM.

¹ It should be noted that An Bord Pleanála is now known as An Coimisiún Pleanála.

Valerie Kendall is a Senior Environmental Scientist with MKO with 14 years of experience in the environmental sector—10 in Atlantic Canada and 4 in Ireland. Valerie holds a Master of Environmental Science and a Bachelor of Science (Hon) with a Biology Major, from Memorial University, of St. John's, Newfoundland, Canada. Valerie joined MKO in January 2023 bringing her experience in providing biological expertise and project management for Canadian and provincial environmental assessment projects, national environmental effects and impact assessment programmes, regulatory biomonitoring programmes, habitat offsetting plans, and a range of biological studies. Her experience also includes environmental management related to the use of aircraft de-icing fluids and wastewater treatment in Canada and internationally, and regulatory water quality assessments, in particular with a leading laboratory in Nova Scotia, Canada. Since relocating to Ireland in 2020, Valerie has expanded her skill set to include Environmental Impact Assessments and Ecological Impact Assessments according to EU Directives with MKO. She has also contributed to the scientific development of freshwater biomonitoring programmes in accordance with the Water Framework Directive. Valerie has collaborated with clients in numerous sectors including renewables, quarry and aggregates, public infrastructure, water utility and waste management, while maintaining relationships with government, industry, and academic clients to successfully deliver on a wide range of projects. Valerie's key strengths and area of expertise encompass aquatic ecology and biomonitoring, extending to scientific research related to the development of national coastal management strategies and national freshwater biomonitoring programmes. Valerie has co-authored several peer-reviewed scientific and management-related publications. Within MKO, Valerie's multidisciplinary background and strong academic foundation allow her to play a key role in the management and development of environmental impact assessment projects for a range of sectors in Ireland.

2.

PROPOSED DEVELOPMENT

2.1

Overview

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme (herein referred to as the Proposed Development) is one part of the larger initiative from South Dublin County Council (SDCC) known as the Old Bawn to Ballyboden Active Travel Scheme. This network aims to provide a comprehensive walking and cycling route between Tallaght and Ballyboden, improving the public realm and creating a safer, more attractive, and accessible environment for residents. This report focuses exclusively on the Knocklyon to Ballyboden Active and Sustainable Travel Scheme.

The initiative of the Proposed Development intends to deliver continuous walking and cycling infrastructure, linking residential communities in Knocklyon and Ballyboden to key destinations such as schools, recreational areas, employment hubs, and community spaces. It will also integrate with the wider active travel network across the county. Key interventions include traffic calming measures, road width reductions, new planting, and upgrades to existing junctions to provide segregated cycling facilities and enhanced pedestrian crossings. These improvements aim to reduce vehicle speeds, improve safety for all road users, and enhance the overall streetscape, contributing to a more liveable and connected environment.

2.2

Proposed Development Description

The primary route of the scheme begins to the west at Firhouse Road and continues through Knocklyon Road, Dargle Wood, Templeroan Road, Scholarstown Road, Ballyboden Way and terminates to the east at the junction between Scholarstown and Edmondstown Road. The Active Travel Scheme consists of 4km of mainline improvements and over 1.5km of secondary link improvements through residential roads.

The design of the Proposed Development adopts the design principles of the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (CDM), following a hierarchy outlined in DMURS that prioritises pedestrians, followed by cyclists, public transport, and lastly private motor vehicles. While the Proposed Development adopts this hierarchy, it also recognises that private car trips remain an essential part of daily life, and therefore, impacts on private car journeys will be minimised as far as practical while still achieving the project objectives.

Segregated cycle lanes with kerb protection will be provided along the majority of the Proposed Development. Existing shared surfaces will be utilised on Knocklyon Road (outside SuperValu) and through Dargle Wood Park. The secondary links will comprise small interventions such as the removal of kissing gates, raised entry treatments with continuous footpaths at side roads, new trees and grass planting, and Safe Routes to School (SRTS) treatments.

It is intended to use shared streets on secondary links. To facilitate this safely, the streets will be designed to ensure the 85th percentile speed limit is below 30 km/h, as per the requirements of the Design Manual for Urban Roads and Streets (DMURS).

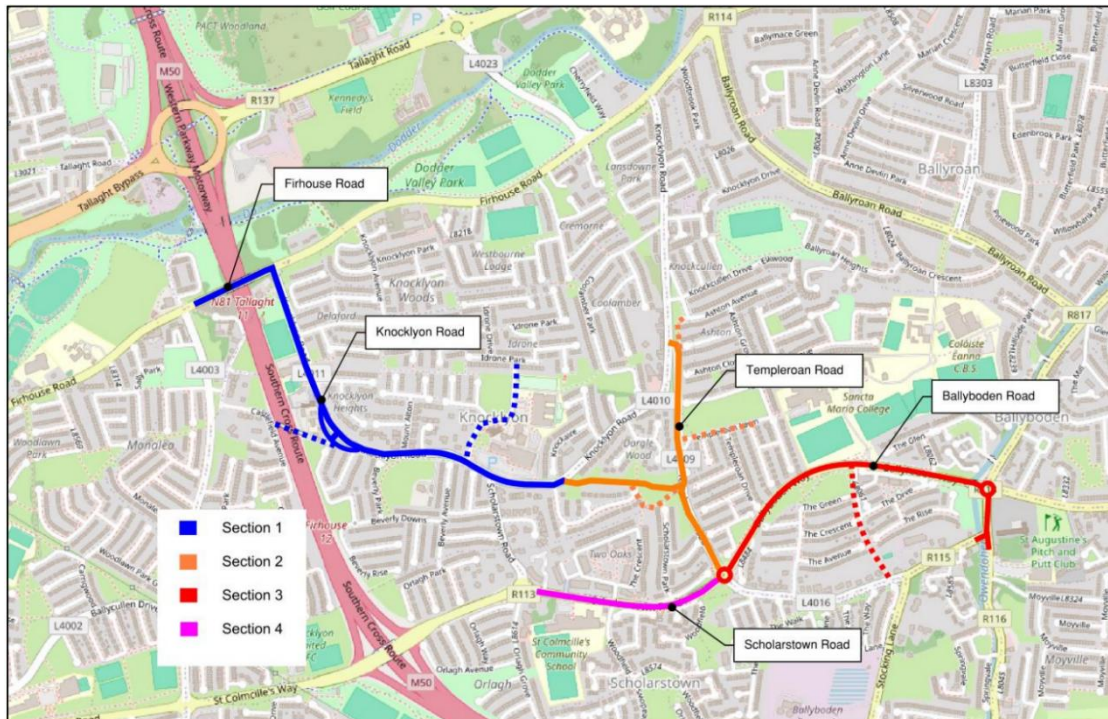


Figure 2-1: Knocklyon to Ballyboden Active and Sustainable Travel Scheme Sections Layout. Extracted from Part VIII Planning Report by Arup.

For the purpose of this report, the route has been divided into several sections, as shown in Figure 2-1. The works proposed for each subsection are described in the summary below:

- **Section 1** – Firhouse Road & Knocklyon Road (between Firhouse Road and Dargle Wood Park)
- **Section 2** – Dargle Wood Park & Templeroan Road
- **Section 3** – Ballyboden Way & Ballyboden Road (between Scholarstown Roundabout and Scholarstown Road)
- **Section 4** – Scholarstown Road (between Orlagh Roundabout and Scholarstown Roundabout)

Section 1 – Firhouse Road & Knocklyon Road

This section of the proposed route, between Firhouse Road and Dargle Wood Park, will be upgraded with raised and kerb-protected cycle tracks in both directions, new and improved pedestrian and cyclist crossings, and shared streets in low-traffic environments. At the eastern end of this section, the Active Travel Scheme will connect with the Firhouse Road Active Travel Improvement Scheme, which will be delivered in advance of the Active Travel Scheme. Several secondary links have been identified, creating connections between the mainline, residential streets and local trip attractors.

The M50 bridge has footpaths on both sides, and the existing cycling infrastructure includes an eastbound cycle track adjacent to and level with the footpath. The current westbound cycling provision consists of on-road mandatory cycle lanes, which terminate at the approach to the bridge, requiring cyclists to share space with buses.

To provide continuous cycle tracks along the M50 bridge in both directions, the carriageway lane width will be reduced to a maximum of 3.0 m. The reclaimed space will be used to provide 1.5 m cycle tracks and 1.8 m footpaths where site constraints do not allow wider dimensions.

The T-junction connecting Firhouse Road with Knocklyon Road currently has limited cycling infrastructure. It will be upgraded to a protected T-junction with segregated and protected crossings for cyclists and pedestrians.

The proposed scheme will retain the existing footpaths on Knocklyon Road and provide kerb-protected and raised cycle tracks in both directions between Firhouse Road and the existing shared space outside Knocklyon Shopping Centre. The minimum cycle track width is 1.5 m at constrained locations such as the M50 bridge. Where feasible, a 2.0 m width will be provided. At locations where residential boundaries or mature trees constrain available space, widths will be adjusted accordingly.

Carriageway lanes will be reduced to 3.0 m on Knocklyon Road. This reduction allows improvements to walking and cycling facilities and encourages reduced vehicular speeds. Safe Routes to School (SRTS) design principles will be applied outside Gaelscoil Chnoc Liamhna. The existing school set-down will be relocated approximately 100 m north of its current location, pencil bollards will be installed along the full school zone, and high-friction surfacing will be provided at crossing approaches. The existing uncontrolled crossing will be upgraded to a raised zebra crossing with Belisha beacons.

On Idrone Avenue outside St. Colmcille's Senior and Junior National Schools, SRTS treatments will also be implemented. The carriageway will be narrowed to 6.0 m, and the reclaimed space will be used to widen the footpath on the eastern side. Existing crossings will be upgraded: the warden crossing south of Knocklyon Grove will become a raised zebra crossing, and the crossing between the school and the green area opposite will also be upgraded to a zebra crossing. A new 3.0 m shared surface will link the school to the laneway at the top of Knocklyon Grove.

Section 2 – Dargle Wood Park & Templeroan Road

The existing route through Dargle Wood Park consists of a paved footpath. To provide a safe and accessible link between Knocklyon Road and Ballyboden, this route will be upgraded to a 3.0 m wide shared space for pedestrians and cyclists. Kissing gates at both ends will be removed to improve accessibility. A new 3.0 m shared surface will be provided between the main park route, Scholarstown Park, and the Two Oaks development, following an existing desire line.

Currently, Templeroan Road has no formal cycling provision and limited pedestrian crossing facilities. Cyclists must share the carriageway or use the footpath, and side roads have large corner radii, contributing to higher vehicle speeds. The scheme proposes reducing Templeroan Road to 6.0 m (3.0 m per lane) and using the reclaimed space to provide a protected two-way cycle track on the eastern side. As the existing road is 9.0 m wide, a 3.0 m cycle track (including protection kerb) can be constructed while retaining existing kerb lines. This approach preserves drainage infrastructure and avoids tree removal.

The junction between Templeroan Road and Templeroan Lawn will be upgraded to a signalised junction with a new parallel crossing across Templeroan Lawn and a 3.0 m crossing across Templeroan Road, linking to Sancta Maria College and nearby estates. Corner radii will be tightened, and raised crossings installed along side roads between the new signalised crossing and Sancta Maria College.

North of Templeroan Road, the two-way cycle track and footpath will merge into a 3.0 m shared surface connecting Templeroan Road with Ashton Avenue and Knockcullen Rise. Segregated pedestrian and cycle crossings will be provided between the two-way cycle track and Dargle Wood Park. To the south, the cycle track will connect into the proposed protected roundabout.

All existing crossing facilities will be retained or upgraded, and side roads will incorporate speed-reduction measures such as continuous raised crossings.

Section 3 – Ballyboden Way & Ballyboden Road

The section of Ballyboden Way consists of a 9.0 m carriageway with adjacent parallel footpath and cycle track, separated from the carriageway by a landscaped verge. The combined path width varies between 2–3 m and is affected in places by hedge overgrowth. Active travel infrastructure at the roundabouts is limited: Scholarstown Road roundabout has unprotected on-road cycle lanes, and Taylor’s Lane roundabout has no cycling facilities. Both were designed for high-speed vehicle movement.

As part of the scheme, both roundabouts will be upgraded to protected roundabouts with pedestrian and cyclist priority. The available space enables adaptation of the CDM standard detail (TL701) to a more cost-effective layout while maintaining safety and continuity. Narrower carriageways and tighter radii will reduce vehicle speeds. Retaining much of the existing road surface will reduce construction cost and disruption.

Carriageway width on Ballyboden Way will be reduced to 6.0 m (3.0 m per lane). The reclaimed space will accommodate a 3.0 m westbound bus lane for approximately 150 m between Scholarstown Road roundabout and bus stop 7446, and an eastbound bus lane for approximately 650 m between bus stop 7446 and the Taylor’s Lane roundabout. Bus lane placement has been informed by observed delays to bus operations.

The existing parallel cycle track and footpath will be retained and tied into the new protected roundabout layouts. Local vegetation clearance will restore full cycle track width. A raised delineator kerb will be installed between the footpath and cycle track at conflict points to aid visually impaired users.

Bus stops along Ballyboden Way will be upgraded with clear delineation between the cycle track and shared boarding areas, using pavement changes, markings, and tactile paving. Stops 7443 and 7446 will be relocated by about 15 m to accommodate the bus lane transition and a proposed signalised crossing. Bus stop 7442 will be removed, with route 15B instead serving stops 7974 and 7909.

Two new permeability links will be created between Ballyboden Way and The Lawn, Boden Park, and Templeroan Green to improve access to bus routes and the walking/cycling network. A pedestrian crossing will be introduced between bus stops 7443 and 7446.

Additionally, a secondary link was identified which would create an active travel link between Ballyboden Way and Scholarstown Road through Boden Park Green along an existing route. The works associated with establishing this secondary link would include new crossings and widening of existing footpaths to 3.0m to create a shared space.

On Ballyboden Road, existing on-road mandatory cycle lanes will be replaced with 2.0 m raised and kerb-protected cycle tracks. The carriageway will be reduced to 6.0 m (3.0 m per lane) and the existing grass verge removed to accommodate the cycle tracks. The junction of Ballyboden Road and Scholarstown Road will be upgraded to a fully signal-controlled protected junction, incorporating access to the proposed residential development at Taylors Lane and Edmondstown Road.

Section 4 – Scholarstown Road

Limited interventions are proposed for Scholarstown Road due to recently constructed infrastructure at the Two Oaks development. Approximately 200 m of roadway between the roundabout and the existing shared surface will be modified to include 2.0 m raised and kerb-protected cycle tracks in both directions. The carriageway will be reduced to 6.0 m (3.0 m per lane).

The existing bus stop will be upgraded to include a cycle bypass, and new shelters will be installed at each stop. A 2.4 m signal-controlled crossing will also be provided to create a formal link between the two bus stops. At the western end of Scholarstown Road, near Orlagh roundabout, raised crossings

with continuous footpath surfaces will be provided at access roads to create a seamless link between the Two Oaks shared surface and Orlagh roundabout.

2.3 Site Location

The Proposed Development is located in South Dublin, spanning the suburban areas of Knocklyon and Ballyboden (Irish Transverse Mercator (ITM) Grid Reference of approximate site location: X 712522, Y 727101). The surrounding area comprises predominantly residential neighbourhoods with supporting commercial, educational, and recreational amenities, including Dodder Valley Park, which the route will connect via a new shared path and pedestrian bridge over the River Dodder. The Proposed Development will enhance sustainable travel links between these well-established communities and integrate with South Dublin's wider active travel network. The route crosses directly over rivers at existing bridges. No new bridges or instream works are required for the Proposed Development.

The site location of the Proposed Development is shown in Figure 2-2 below.

2.3.1 Hydrology and Geology

According to the EPA online mapper, subsoils underlying are majorly made ground, with a small portion of limestone till and alluvium, which are post glacial sand and gravel deposits. According to the Geological Survey Ireland (GSI) online map, bedrock underlying the Proposed Development is comprised of deep-marine slate, schist, and minor greywacke, as well as marine-basinal facies composed of dark grey argillaceous and cherty limestone with shale. Groundwater Vulnerability is "Low".

The Proposed Development is situated entirely within the WFD Catchment 09, Liffey and Dublin Bay, (<https://gis.epa.ie/EPAMaps/>). The Proposed Development crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder (IE_EA_09D010620), which flows roughly parallel the proposed site. This river flows closest to the Proposed Development at the northwest section along Firhouse Rd, (Approx 140m). The site is located in the sub-catchments Dodder_SC_010.

The Water Framework Directive (WFD) Transitional Waterbody risk score for the section of Liffey and Dublin Bay closest to the development site known as Liffey Estuary Lower Estuary has been assessed as "Intermediate". The site is located in the groundwater catchment: the Dublin area (IE_EA_G_008). The Water Framework Directive (WFD) Groundwater Monitoring Programme (2019-2024) assigned the groundwater catchment as having 'good' status. The Dublin groundwater catchment has an assigned WFD Ground Waterbody Approved Risk of 'Good'.

A desktop study of the Proposed Development to observe for past flood events was carried out by MKO. No previous flood events were recorded at the Proposed Development site. The nearest previous flood event occurred approximately 100m north of the Proposed Development Site to the closest point, caused by overloaded Foul Sewer (F/S) main during heavy rain or flood conditions.

2.3.2 Cultural Heritage

There are no recorded monuments within the boundary of the Proposed Development site. The closest recorded monument to the site is a country house (Site and Monuments Records Ref: DU022-103—), located approximately 150m west of the site.

There are no sites or structures recorded by the National Inventory of Architectural Heritage (NIAH) within the boundary of the Proposed Development site. However, there are several NIAHs which are adjacent to or near archaeological features or protected structures.

These are listed below (distances shown are to the nearest point):

- 30m north Scholarstown House - house [11216036]
- 50m south of Knocklyon Cross - monument [11215009]
- 50m east of Idrone - country house [11216038]
- 90m north of Knocklyon House - country house [11216035]

Under the National Monuments Acts, a Ministerial Notification should be forwarded to the NMS two months prior to commencement of works at or near Recorded or Registered Monuments. Cultural heritage is discussed further in Section 3 below.

2.3.3 Ecology

The Ecological Impact Assessment (EcIA – Appendix 1) produced by MKO, states that the Proposed Development site surrounding area comprises predominantly residential neighbourhoods with supporting commercial, educational, and recreational amenities, including Dodder Valley Park, which the route will connect via a new shared path and pedestrian bridge over the River Dodder.

The Appropriate Assessment Screening Report (AASR – Appendix 2) prepared by MKO states that the Proposed Development site is located in proximity to the following European Designated Sites, ie. Special Area of Conservation (SAC), Special Protection Area (SPA):

- 3.9km northeast of the Glenasmole Valley SAC [001209]
- 4.6km north of the Wicklow Mountains SAC [002122]
- 4.6km north of the Wicklow Mountains SPA [004040]
- 7.2km southwest of the South Dublin Bay and River Tolka Estuary SPA [004024]
- 7.35km west of the South Dublin Bay SAC [000210]

The nearest proposed National Heritage Area is the Dodder Valley pNHA [000991], located approximately 171 meters (m) northwest of the Proposed Development site. The closest National Heritage Area (NHA) is the Hodgestown Bog NHA [001393], is located approximately 30.8 kilometers (km) west of the Proposed Development site.

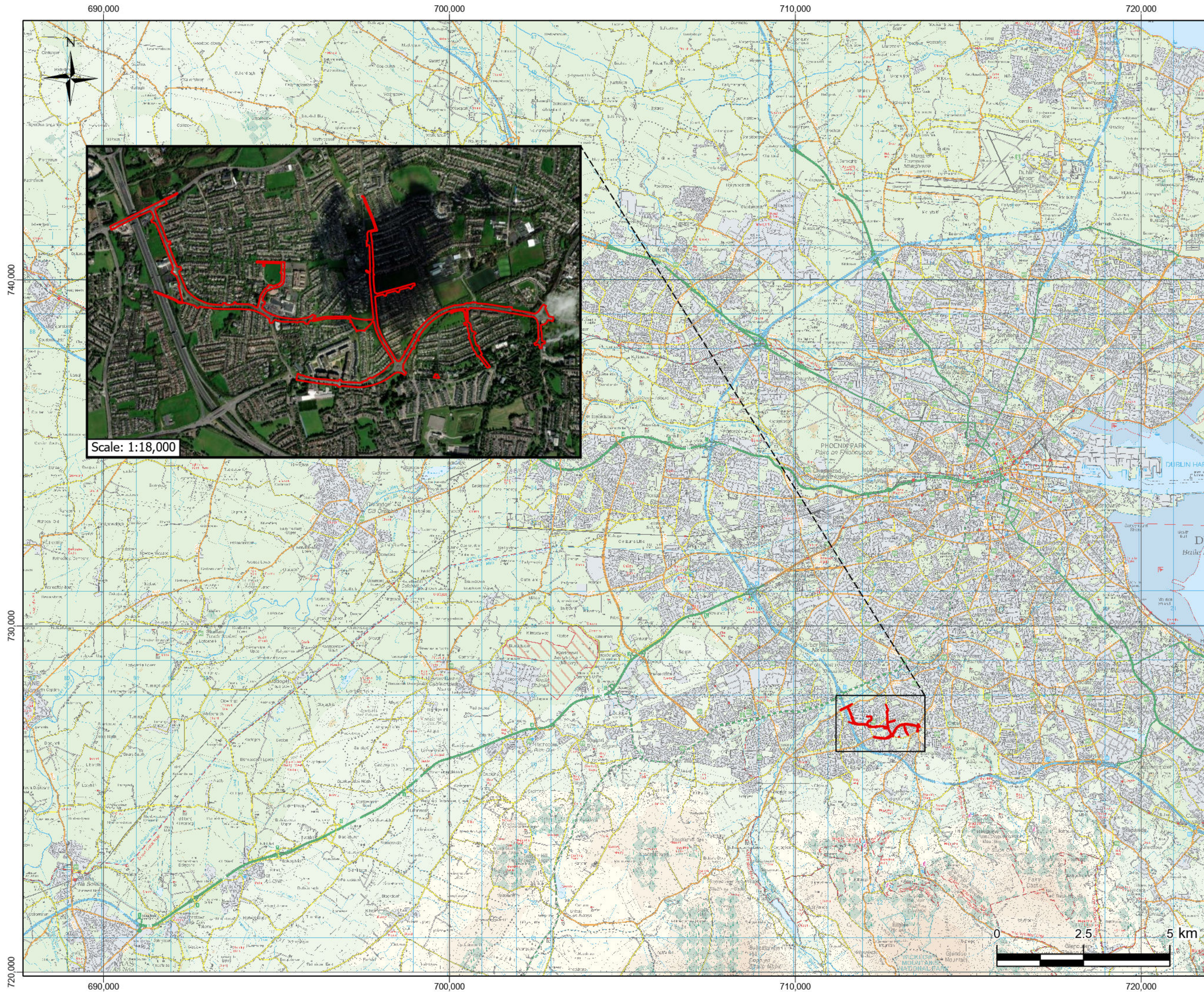
There are no Annex I habitats or Annex II plant species associated with any nearby European Designated Sites were recorded within or adjacent to the Proposed Development site.

No species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations, 2011 were recorded within the confines of the Proposed Development site during the survey.

2.4 Construction Methodology

The construction phase of the Proposed Development is anticipated to last for approximately 15 months. Standard construction methodology is anticipated to be employed at the site during the construction phase as follows:

- Site Clearance
- Active Scheme Construction
- External Works and Landscaping



Map Legend

 Study Area

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

Site Location Map

Project Title
**Knocklyon to Ballyboden
Active Travel Scheme**

| Project No. | Drawing No. | Scale |
|-------------|-------------|------------|
| 251045 | Figure 2-2 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |



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2.4.1 Site Clearance

Carry out utility surveys and diversions where necessary. All relevant bodies i.e., ESB, Gas Networks Ireland, Eir, Uisce Éireann etc. will be contacted and all drawings for all existing services sought. All plant operators and general operatives will be inducted and informed as to the location of any services.

Removal of existing pavement, kerbs, and street furniture within the designated works area will be undertaken as necessary.

Excavate to required depths for cycle track and footpath foundations. Install sub-base layers and compact to specification for structural integrity

The site is an urban area site requiring site clearance i.e., removal of areas of hardstanding (tarmac, concrete) topsoil removal, modifications to existing roads and resurfacing. Excess topsoil will be stockpiled and reused where possible within landscaped areas of the Proposed Development site. Excavations will be required around the site as the construction phase progresses in order to allow for installation of services and building foundations. Such excavation works will be carried out using the following methodology:

- The area where excavations are planned will be surveyed and all existing services will be identified.
- All excavated material which is not required for future landscaping works or for backfill of excavations will be removed to an authorised waste recovery facility. This will also apply to material which is not suitable for reuse on site.
- Trenches will be backfilled as soon as possible after excavation. When practically possible, excavation depths and volumes will be kept to a minimum.

2.4.2 Active Travel Construction

Based on the Part VIII Planning Report prepared by Arup, these works are envisaged to be carried out as followed:

Lane Widths

Road widths will be reduced, where necessary, to allow the reclaimed space to be used to providing new active travel infrastructure such as cycle lanes and footpaths:

- Implement phased lane closures or temporary traffic diversions to maintain access.
- Mill or remove existing pavement along designated sections to achieve reduced lane widths.
- Reconstruct kerb lines and adjust existing drainage infrastructure as required.

Cycle Track

Physical segregation will be provided in the form of vertical segregation, (e.g., raised kerbs), horizontal segregation, (e.g., parking/verge protected cycle tracks), or both. Additionally, the use of shared space has been minimised as combining pedestrians and cyclists results in a reduced quality of services for both.

Roundabouts and Junctions

The two existing roundabouts will be upgraded to protected roundabouts with pedestrian and cyclist priority, including orbital cycle tracks, parallel zebra crossings, refuge islands, raised crossings, and overrun areas where space allows.

Protected junction layouts will be implemented at signalled junctions with segregated cycle tracks positioned around the perimeter, in accordance with the principles in the DMURS and CDM. These junctions will include low-level cycle signals, pedestrian push buttons, and raised zebra crossings to ensure safe and efficient movement for all users.

Priority junctions will have continuous flush footpaths and cycle tracks flowing with vehicle traffic, constructed across side roads with raised entries to maintain pedestrian and cyclist priority. Junction corner radii will be tightened to reduce vehicle speeds and shorten crossing distances. Consistent materials and levels will be applied throughout to clearly signal priority for pedestrians and cyclists.

Bus Stops

Bus stop islands will be designed in accordance with CDM guidelines such that cycle tracks will typically be diverted behind the bus stop via gentle reverse curves, allowing for the bus stop island and helping to slow cyclists as they approach the pedestrian crossing of the cycle track. Pedestrian priority will be implemented by installing raised zebra crossings, buffer zones, and installation of bus shelters, if required, on the bus stop island.

Shared bus stop landing zones will be designed in accordance with CDM guidelines and used where bus stop islands are not suitable. Buffer zones and raised zebra crossings, and installation of shelters on footpaths will be implemented.

Crossings

All existing crossing facilities will either be retained or upgraded, and side roads will be modified to include speed reduction measures, such as raised and continuous crossing for both pedestrians and cyclists.

Several crossing designs will be implemented to accommodate cyclists and pedestrians, as per the CDM and DMURS, including:

- Toucan Crossings - shared crossing for both pedestrians and cyclists, allowing them to cross the road together.
- Signalised Parallel Crossings - separate facilities for pedestrians and cyclists to cross the road safely, including distinct push buttons and signal heads for each group.
- Parallel Zebra Crossings - provides raised and segregated controlled crossings of the carriageway for pedestrians and cyclists.
- Right-turning Movements – ensures right-turning cyclist provisions at mid-block crossings, including widened cycle lanes or designated waiting areas.

2.4.3 Finishing Works and Landscaping

The kissing gates at both ends of the Dargle Wood Park and Boden Park will be removed to ensure accessibility for cyclists and wheelchair users.

Landscaping works are proposed to be undertaken in tandem with the construction works in phases to ensure that the development is an aesthetically pleasing place for the residents.

3. EIA SCREENING METHODOLOGY

3.1 Legislative Context

In Ireland, the requirement for Environmental Impact Assessment (EIA) is derived from the EIA Directive (2011/92/EU as amended by 2014/52/EU), which has been transposed into national law through the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended).

Projects listed in Annex I of the EIA Directive require a mandatory EIA. For Annex II projects, Member States set thresholds and criteria to determine whether EIA is required. In Ireland, these thresholds are set out in Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended) and in Section 50 of the Roads Act 1993 (as amended).

- Schedule 5, Part 1 and Section 50(1)(a) specify classes of development, including certain road projects, that require a mandatory Environmental Impact Assessment Report (EIAR).
- Schedule 5, Part 2 sets threshold limits for other project types. Projects meeting or exceeding these thresholds must prepare an EIAR.

For projects which fall below the mandatory thresholds (sub-threshold projects) the competent authority must carry out screening to determine if the development is likely to have significant effects on the environment, considering criteria in Schedule 7 of the Regulations and Annex III of the EIA Directive. Factors include project size, nature, location, and environmental sensitivity.

Under Section 50(1)(d) of the Roads Act, sub-threshold road projects located within or near sensitive areas (e.g., European sites, nature reserves, refuges for fauna/flora, or Natural Heritage Areas) must be screened. If significant effects are likely, an EIAR is required under Section 51 of the Roads Act 1993 (as amended).

It is also important to note that projects incorporating non-road elements (e.g., car parks, bus depots) may fall under the Planning and Development Act 2000 (as amended) for EIA purposes.

The relevant regulations include:

- Planning and Development (Environmental Impact Assessment) Regulations 2001 (as amended), which implement Directive 2014/52/EU for planning projects.
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (S.I. No. 279/2019), which update EIA procedures for road developments.

The following section examines whether an EIAR is required for this project in accordance with these legislative provisions.

3.2 Methodology and Guidance

Screening the Proposed Development is a process used to establish whether an EIA is required to be undertaken. There are a number of steps in the screening process.

The mandatory requirement for an EIA is generally based on certain project categories as set out in Annex I and II of the amended EIA Directive. This identifies certain types and scales of development, generally based on thresholds of scale, for which EIA is mandatory. There is a requirement for EIA 'sub-threshold' developments to undergo a screening exercise to assess whether the Proposed Development requires the preparation of an EIAR.

A methodology was developed to formally screen the Proposed Development, which was based on Environmental Impact Assessment (EIA) and the guidance documents listed below. The screening exercise is divided into a section on Mandatory EIA and another on Sub-threshold EIA. In each section below a screening assessment has been undertaken which examines the requirement for EIA according to the criteria set out in the relevant legislation. The rationale behind the responses within the matrix is provided at the end of each section.

Summary of guidance documents used:

- Guidance for Consent Authorities regarding Sub-threshold Development (EPA, 2020)
- European Commission Guidance on the preparation of the Environmental Impact Assessment Report (EC, 2017)
- European Commission Guidance on Screening (EC, 2017)
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessments (2018)
- Office of the Planning Regulator (OPR) Practice Note – Environmental Impact Assessment Screening (2021)
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (2022)
- Guidance of the Interpretation of Definitions of project Categories of Annex I and II of the EIA Directive (EC, 2024)
- Guidance for EIA and AA Screening of Active Travel Projects (NTA, 2023)

3.3 Mandatory Environmental Impact Assessment

Section 172 of the Planning & Development Act 2000 (as amended) provides the legislative basis for mandatory EIA. It states the following:

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

1. The project would be of a class specified in –

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

or

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

or

- 2. (i) The project would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and*
- (ii) 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 project is likely to have a significant effect on the environment.

Further to the above, Schedule 5 of the Planning & Development Regulations 2001 (as amended) sets out the classes of development that require EIA and screening for EIA.

Part 1 of Schedule 5 of the Planning and Development Regulations 2001 (as amended)

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

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended)

MKO has carried out a comprehensive review of the classes, and their associated thresholds outlined Part 2 of Schedule 5. The Proposed Development, which comprises an active travel cycling route does not fall under any class outlined in Part 2 of Schedule 5.

3.3.2 The Roads Act 1993 (as amended)

A cycleway is defined as a public road reserved for the exclusive use of cyclists and pedestrians, as per Section 68 of the Roads Act 1993. The following classes of development, which are outlined in Section 50 (1) of the Roads Act 1993 (as amended) may be relevant to the Proposed Development with regard to mandatory EIA:

- a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:*
 - (i) the construction of a motorway;*
 - (ii) the construction of a busway;*
 - (iii) the construction of a service area;*
 - (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.*
- b) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.*
- c) 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) 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.

- d) *In particular, where a project (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on—*
- (i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),*
 - (ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)*
 - (iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or*
 - (iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,*

the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the project would be likely to have significant effects on the environment.

The Proposed Development does not trigger mandatory EIA with regards to the Roads Act 1993 (as amended). The Proposed Development will consist of limited repaving and realignment of footpaths or sections of roadway in order to create a cycle route.

3.4 Sub-Threshold Assessment

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

The decision as to whether a development is likely to have ‘significant effects’ on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001 (as amended).

In this context, the consideration of ‘significant effect’ should not be determined by reference to size or scale only and the nature and location of a project must also be taken into account.

Schedule 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.

1. A description of the project, including in particular—

- (a) a description of the physical characteristics of the whole project and, where relevant, of demolition works, and*
- (b) a description of the location of the project, 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 project.

3. *A description of any likely significant effects, to the extent of the information available on such effects, of the project 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*

Each of the above groupings for Schedule 7 and 7A includes a number of criteria for consideration. The assessment on whether the project would be likely to have significant impacts on the environment is based on the overall consideration of all criteria and requires clear and rational judgment. The Department of Housing, Local Government and Heritage (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 project, 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 and 7A criteria are examined in more detail in the following subsections. The screening questions are based on the criteria listed under each grouped heading for each Schedule as set out in the Regulations.

In addition, the checklist of criteria set out in the European Commission (2017) *Guidance on Screening* document has been used to determine if the Proposed Development would be likely to have significant impacts on the environment.

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

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

- 1) *Characteristics of the Proposed Development*
- 2) *Location of Scheme*
- 3) *Types and characteristics of potential impacts*

The consideration of this criterion is captured within the sections that follow.

3.5 Schedule 7 Criteria

3.5.1 Characteristics of the Proposed Development

The nature, scale, and characteristics of the Proposed Development are considered to determine if it would be likely to have significant impacts on the environment in the sections below in accordance with Schedule 7 of the regulations.

3.5.1.1 Size and Design of the Whole Scheme

As outlined in Section 2 above, the Proposed Development is an active travel cycle route approximately 5.5km in length, which will be constructed primarily within the curtilage of existing roads and footpaths through existing parks.

3.5.1.2 Cumulation with Other Existing and Schemes

An examination of whether the Proposed Development would be likely to have significant impacts on the environment through cumulation with other existing developments is considered in this section.

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme forms part of a broader programme to deliver a continuous walking and cycling corridor between Tallaght and Ballyboden. This corridor comprises three interrelated projects: the Firhouse Road Active Travel Improvement Scheme, the Knocklyon to Ballyboden Active and Sustainable Travel Scheme, and the Old Bawn Road Active Travel Scheme. It is noted that the Firhouse Road Active Travel Improvement Scheme is commencing construction stage, the Old Bawn Road Active Travel Scheme is at preliminary design stage and that the three projects will be delivered separately.

Each of the three schemes are similar in nature, scale, and design, comprising linear, localised active travel improvements within the existing urban road network and thus are considered cumulatively within this section of the EIASR.

A search of relevant online Planning Registers, reviews of relevant documents, planning application details and planning drawings, and served to identify past and future projects, their activities, and their environmental impacts. All relevant projects were considered in relation to the potential for cumulative effects. All relevant data was reviewed (e.g., individual EISs/EIARs, layouts, drawings etc.) for all relevant projects where available. The projects considered include extensions to houses, retention permission, change of use, small alterations and the following:

- **Planning Ref: SD25A/0150** – Permission for: a) The demolition of the 4 no. existing shed structures on site within the curtilage of the protected structure. b) The retention, alteration and conversion of Scholarstown House (Protected Structure) into two no. residential units comprised of 1 no. 2-bed and 1 no. 3-bed units served by private open space in the form of ground floor terraces. The proposed works to Scholarstown House include but are not limited to internal re-configuration; the re-location of the staircase to its original location within the house; the removal of non-original features including the closing up of non-original openings; and the creation of a new door opening within the existing alcove, and the blocking up of a window opening both located on the northern elevation. c) The construction of an apartment block ranging in height from 3 to 5 storeys containing 55 no. apartment units comprised of 16 no. 1-bed apartments, 26 no. 2-bed apartments, and 13 no. 3-bed apartments all served by private open space in the form of balconies and/or ground floor terraces. d) The proposed development also includes residential amenities, car and cycle parking accessed via a new pedestrian and vehicular access off Orlagh Grove with the existing entrances on Scholarstown Road and Orlagh Grove being re-configured to provide for

pedestrian and cycle access and all ancillary development works required to facilitate the development including but not limited to, plant rooms, a substation, bin stores, landscaping, boundary treatments and lighting. The proposed development comprises the carrying out of works to a protected structure: Scholarstown House (RPS Ref: 322). Decision due date 18/12/2025 (Active application).

- **Planning Ref: LRD23A/0002** – The development will consist of the demolition of the existing former Institutional buildings and associated outbuildings (c.5,231 sq.m) and construction of a new residential development comprising 402 no. apartments (39 no. 1 beds, 302 no. 2 beds and 61 no. 3 beds) within 3 no. blocks ranging in height from 2 to 5 storeys over basement/ lower ground floor. All residential units will be provided with associated private balconies/ terraces to the north/ south/ east/ west elevations. The development will include the following: Block A up to 5 storeys over basement/ lower ground floor providing 118 no. units. Block B up to 5 storeys over basement providing 123 no. units. Block C up to 5 storeys over basement/ lower ground floor providing 161 no. units. The development will also include a creche (c.656 sq.m) and 2 no. retail units (c.262 sq.m and c.97 sq.m) all located within Block A, along with c.322 sq.m of internal residential communal space located in Block C. The development will include the provision of a new public park in the north of the site along Taylor's Lane. The development will include 290 no. car parking spaces and 1,054 no. cycle parking spaces provided at basement/surface level. The development will include for a revised vehicular access from Edmondstown Road and an emergency vehicular access from Taylor's Lane along with pedestrian/cyclist accesses to/from the site. The development will include for road improvement works along Edmondstown Road including the existing junction of Scholarstown Road/ Edmondstown Road. The development will include for all associated site development works, open spaces, landscaping, SuDs features, boundary treatments, plant areas, waste management areas/bin stores, car/cycle parking areas (including EV parking), and services provision (including ESB substation/ kiosks). Permission granted after appeal on 23/09/2025.
- **Planning Ref: SD24A/0265** – The Retention Planning Permission for the following as built alterations (previously granted layout Ref. No. SD20A/0095): (i) Change of use from Store Areas and Stairs Access to First Floor Level to Retail Area. (ii) Change of use from previously permitted Seating Area to Stores Area, relocated stairs to First Floor Store and public toilets accessed from the Retail Area. (iii) As constructed layout of Offices and Strong Room. (iv) As constructed lift to First Floor Store. (v) Increase in size of permitted Post Office Unit. (vi) Change of use from Retail Area to Seating Area. (vii) New Fire Escape Door on the Northern Elevation. (viii) Relocation of the existing fire escape door on the Eastern Elevation. (ix) As Constructed Canopy for the "Click and collect" facility on the Eastern side of the SuperValu Unit. (x) Relocation of the existing fire escape door and omission of the part of the Glazing permitted on the Southern Elevation. (xi) First Floor External cladding on the Southern and Western Elevation. (xii) Additional Cladding on the Western Facade of the Shopping Centre. (xiii) As constructed mono pitched glazed wind barrier on the Western side of the Entrance Tower to the Supervalu Unit. (xiv) As constructed location of the Trolley Bay on the on the Western side of the Entrance Tower to the Supervalu Unit. Permission granted 25/03/2025.
- **Planning Ref: SD19A/0115** – Completion of works previously granted (SD11A/0254) to include: the construction of a PE hall, changing rooms, wc's, ancillary plant and storage; stage and fly tower to the existing assembly hall; 2 hard courts; improvements to existing paths, internal roadways; parking and drop off facilities; new entrance signage; 23 car parking spaces; bicycle parking; covered walkway; fencing; landscaping and associated site development works which lies within the curtilage of St. Mary's Convent, a Protected Structure; making good external walls to ancillary buildings to St. Mary's Convent; upgrade of access road as part of the improved access to the school; Retention of the previously granted demolition of a 1947 classroom wing; water tower and prefabs. Permission granted 10/04/2024.

- **Planning Ref: SD20A/0140** – Permission for the construction of 2 grass playing pitches: pitch No.1 will measure some 145m long by 90m wide and pitch No.2 will measure some 133m long by 80m wide; club facilities including 4 changing rooms measuring 51sq.m each; storage facilities; function rooms; meeting rooms; physiotherapy facilities; kitchen facilities; wc and circulation space; site works include removal of existing hedgerows and trees; replanting areas; formation of a new pedestrian and vehicular entrance on Firhouse road; 67 car parking spaces; 24 bicycle spaces; perimeter pathway; fencing and attendant landscaping works. Permission granted 20/07/2021.
- **Planning Ref: SD20A/0146** – Permission for the installation of a cluster of solar PV panels measuring approximately 65sq.m lying flat on the roof of the technology rooms measuring approximately 350sq.m. Permission granted 14/09/2020. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site: <100m.
- **Planning Ref: SHD3ABP-305878-19** – Permission for the Demolition of all existing structures on site which include a single storey dwelling known as 'Beechpark' (172sq.m), a 2 storey dwelling known as 'Maryfield' (182sq.m), with associated garage/shed (33.5sq.m) and associated outbuildings (47.1sq.m); and the construction of 590 residential units (480 Build-to-Rent apartment units and 110 Build-to-Sell duplex units and apartments), ancillary residential support facilities and commercial floorspace. The total gross floor space of the development is 51,252sq.m over a partial basement of 5,888sq.m (which principally provides car and bicycle parking, plant and bin stores). The 480 'Build-to-Rent' units will be provided in 8 blocks as follows: 7 blocks ranging in height from part 5 to part 6 storeys (Blocks B1-B5, C1 and C3) and 1 block ranging in height from part 4 to part 6 storeys (Block C2) and will comprise 246 one bed units and 234 two bed units. The 110 'Build-to-Sell' units will be provided in 9 duplex blocks which will be 3 storeys in height (Blocks A1-A9) and will comprise 55 two bed units and 55 three bed units. The development will also consist of the provision of a part 1 to part 2 storey ancillary amenity block (Block D1) (414sq.m) within the central open space which comprises a gymnasium, lobby, kitchenette and lounge at ground floor level and lounge at first floor level in addition to a roof terrace (facing north, south and west) to serve the 'Build-to-Rent' residents; a 2 storey retail/café/restaurant building(Block D2 - 657sq.m) comprising 2 retail units at ground floor level (328.5sq.m) and a café/restaurant unit at first floor level (328.5sq.m); a creche (438sq.m) within Block C2 at ground floor level; and a Management Suite (261sq.m) and café/restaurant (288sq.m) within Block C3 at ground floor level all at a 5.35 hectare site located north of Scholarstown Road incorporating dwellings known as 'Beechpark' and 'Maryfield', Scholarstown Road, Dublin 16, D16 X3X8 and D16 N6V6. Works are also proposed to Scholarstown Road and Woodfield junction including new traffic signals, the elimination of the left-turn slip-lane into Woodfield off Scholarstown Road, upgraded public lighting and upgraded cycle and pedestrian facilities on an area measuring 0.7 hectares, providing a total application site area of 6.05 hectares. Permission granted 09/03/2020.

The following development plans have been reviewed and taken into consideration as part of this assessment:

- South Dublin County Council Development Plan 2022-2028
- Regional Spatial and Economic Strategy 2019 - 2031
- 4th National Biodiversity Action Plan 2023-2027

The AASR prepared by MKO, concludes the following:

“It is concluded that there is no potential for in-combination effects to undermine the integrity of any European sites from the Proposed Development with other plans and/or projects. The

potential for in-combination effects to undermine the integrity of any European site acting in-combination with other plans or projects can be excluded.

There were no Annex I habitats identified within the works site boundary and there was no evidence of Annex II species or SCI species using the areas of habitat surveyed. There was no evidence of protected fauna using the proposed Study Area.

No pathway or mechanism for the development works to result in any significant effect on any European Site, was identified when considered on its own during the assessment process and therefore, there is no potential for it to contribute to any such effects when considered in-combination with any other development.”

The EcIA prepared by MKO included an examination of whether the Proposed Development may have the potential to result in cumulative and/or in-combination impacts on Biodiversity. The EcIA concluded the following:

“In the review of the projects that was undertaken, no connection that could potentially result in additional or cumulative impacts was identified. Neither was any potential for different (new) impacts resulting from the combination of the various projects and plans in association with the Proposed Active Travel Scheme. Taking into consideration the reported residual impacts from other plans and projects in the area and the predicted impacts with the current proposal, no residual cumulative impacts have been identified with regard to biodiversity.”

Based on the above assessments provided by the relevant accompanying reports, it is unlikely that there will be cumulation impacts with other existing, proposed or permitted developments associated with the construction and operation of the Proposed Development.

3.5.1.3 Nature of any Associated Demolition Works

The Proposed Development will involve the installation of an active travel cycling route within the curtilage of existing roads and footpaths in an urban area. No building demolition works, including any large-scale demolition, are proposed as part of this development.

3.5.1.4 Use of Natural Resources

The use of natural resources—particularly land, soil, water, and biodiversity—has been carefully considered in the context of this Proposed Development.

Land, as a natural resource, is evaluated both in terms of the current land use and the proposed land use in terms of sustainable development and achieving the optimal use of its potential. The Proposed Development is small, with much of the route to be installed on or adjacent to existing roads or footpaths. The Proposed Development will require minor excavation works, temporary storage, and reuse of soil materials in backfilling, site reinstatement, and landscaping.

As the Proposed Development site is located in an urban area, the excavation stage will involve removing and managing material from the walkway base. Any excavated material is expected to consist of inert soil and subsoil. These materials will be reused on site where feasible; if they must be taken off site, they will be sent to a licensed facility for appropriate recovery or disposal.

Construction depth and drainage excavation will be limited to existing construction formation and drainage levels. Where there are river crossings, the existing bridges will be utilised. No water resource is required for the development.

The Proposed Development will result in the loss of 30 trees, predominantly scattered within treelines along roadsides. This will result in a small temporary degradation of the habitat during construction.

However, 133 new trees will be planted along the route during the construction phase, to bolster existing treelines or create new ones along road verges.

Therefore, there will not be a significant quantity of natural resources used. Provided that the development is constructed in accordance with the design and best practice that is described within this application, significant impacts on the use of natural resources are not anticipated

3.5.1.5 Production of Waste

A small quantity of waste is expected to be produced during construction. Waste generated during construction will be disposed of by appropriately licenced contractors. Waste generated during the construction phase will be managed in accordance with the provisions of the Waste Management Acts 1996 (as amended).

There will be no waste produced at the Proposed Development during the operational phase.

3.5.1.6 Pollution and Nuisances

The examination of the Proposed Development potential to cause pollution and nuisance is considered in terms water, air, noise, and waste is considered as follows.

Construction work has the potential to impact upon water quality in the receiving environment. Prior to any works taking place, standard construction control measures will be implemented on the site. Given the scale of the Proposed Development, pollution and nuisances during the construction phase are anticipated to be low.

Pollution associated with waste is addressed in Section 3.5.1.5 above.

The proposed construction works may result in temporary noise effects on neighbouring sensitive receptors, however standard construction control measures will be implemented on site. Given the scale of the Proposed Development, effects on neighbouring sensitive receptors is anticipated to be short term and not significant.

During the operational phase, it is anticipated that pollution and nuisances are expected to be negligible due to the fact that the Proposed Development will comprise of an active travel cycling route.

The potential for pollution associated with air and noise are described in the characteristics for potential effects in Section 3.5.3.3 below.

3.5.1.7 Risk of Major Accidents including those caused by Climate Change

In accordance with scientific knowledge, the risk of major accidents, and/or disasters, relevant to the project concerned, including those caused by climate change, has been considered. Given the nature and scale of the project, the primary risks identified relate to traffic incidents, the operation of plant and machinery, accidental contact with underground services, and general construction activities.

Standard health and safety management measures will be implemented on site throughout the construction phase to minimise these risks.

3.5.1.8 Risk to Human Health

The Proposed Development is not considered to be the type of development that can pose a risk a to human health by causing environmental impacts, such as water contamination or air pollution during the construction phase.

During the construction phase, the Proposed Development will involve the use of mechanical excavators and other plant and machinery. This equipment is expected to use fossil fuels. While this may result in emissions, the potential impact associated with emissions from this is considered to be not significant.

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

3.5.2 Location of the Proposed Development

The location of the Proposed Development has been considered in determining it is likely to result in significant effects on the environment, in accordance with the criteria set out in Schedule 7 of the Planning and Development Regulations 2001 (as amended).

3.5.2.1 Existing and Approved Land Use

It has been established that the Proposed Development site is predominantly an urban area site and comprises of residential neighbourhoods with supporting commercial, educational, and recreational amenities.

The EcIA has concluded that the Proposed Development is constructed and operated in accordance with the design, best practice and mitigation that is described within this application, significant individual or cumulative effects on ecology are not anticipated at the internal, national, county or local scales of any of the identified Key Ecological Receptors (KERs).

3.5.2.2 Abundance, Availability, Quality, and Regenerative Capacity of Natural Resources

The site of the Proposed Development is not a recognised source of natural resources in terms of extractable materials with the exception of soils and subsoils. Where feasible, excavated soil material resulting from the Proposed Development may be used as part of site reinstatement.

There will be no drinking or wastewater requirements as part of the Proposed Development. The proposed drainage network will reuse the existing kerbs and surface drainage network and follow the natural topography of the Proposed Development.

3.5.2.3 Absorption Capacity of the Natural Environment

Schedule 7(2)(c) considers the absorption capacity of the natural environment, paying particular attention to the following areas:

- (i) *wetlands, riparian areas, river mouths;*

The Scheme crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast, along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder

(IE_EA_09D010620), which is located 140 meters northwest of the Proposed Development to the closest point.

(ii) coastal zones and the marine environment;

The Proposed Development site is not located in a coastal zone.

(iii) mountain and forest areas;

The Proposed Development site is not located in mountain and forest areas.

(iv) nature reserves and parks;

The Proposed Development site is not located in nature reserves and national parks.

(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;

The AASR concluded that in the light of the best scientific knowledge in the field that the Proposed Development, individually or in-combination with other plans or projects, will not adversely affect the integrity of any European Site in view of that site's Conservation Objectives.

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

An examination of the planning history of the site did not identify any enforcement proceedings from the local authority with regard to planning consent or failures to meet environmental quality standards.

(ii) densely populated areas;

The Proposed Development site is located in an urban area, which is mainly consist of residential developments with supporting commercial, educational, and recreational amenities. While the proposed construction works may result in temporary noise effects on neighbouring sensitive receptors, these effects will be short term and not significant.

(iii) Landscapes and sites of historical, cultural, or archaeological significance.

There are no cultural heritage assets within the Proposed Development site boundary. The construction phase will require earthmoving activities and excavation. There are no recorded monuments on the site and therefore there will be no direct effects.

3.5.3 Characteristics of Potential Impacts

An examination has been carried out to determine whether the Proposed Development is likely to have significant effects on the environment. This has been carried out with reference to the criteria set out in the Regulations, as discussed in Section 2 of this EIASDR. The examination is carried out with regard to the environmental factors specified under Section 171A of the Act, which informs the definition of environmental impact assessment. These considerations are addressed in the sections below.

3.5.3.1 Population and Human Health

Table 3-1 Description of Effects - Population and Human Health.

| Factor | Nature | Intensity | Probability | Duration | Likely Significant Effects (Yes/No) |
|-----------------------------|----------|---------------|-------------|------------|-------------------------------------|
| Construction Phase | | | | | |
| Population and Human Health | Negative | Imperceptible | Unlikely | Short term | No |
| Operational Phase | | | | | |
| Population and Human Health | Positive | Imperceptible | Likely | Long term | No |

Magnitude and Spatial Extent of the Impact

Potential effects include effects on human health receptors in the vicinity of the site, during the construction phase. Potential effects include changes to population during the operational phase. The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads).

Nature of the Impact

The development is not considered to pose a significant risk to human health. While there is potential for negative effects associated with the construction phase, but these can be mitigated through the implementation of standard construction methodologies and appropriate environmental and safety control measures.

During the operational phase, the Proposed Development is expected to have a positive effect on the local population by providing an active travel cycling route.

Transboundary Nature of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). There are no transboundary impacts for consideration.

Intensity and Complexity of the Impact

There are no intense or complex impacts associated with this Scheme. The character/quality of any of the environmental factors discussed in this section of the EIASDR having the potential to impact population and human health will not change significantly. The potential negative effect as outlined in the Nature of the Effect section above will be imperceptible provided that the project design is implemented and standard construction methodologies and control measures are implemented

Probability of the Impact

The probability for significant negative impacts on the environment or impacts on population and human health is considered unlikely. This conclusion is based on the scale of the development, its location and the nature of the potential impacts identified in this section and the design and proposed control measures incorporated into the project following the best practice.

Expected Onset, Duration, Frequency and Reversibility of the Impact

The potential negative impacts associated with the construction phase will be short-term. There are no negative impacts anticipated within the operational phase on human health. The positive impacts identified that the Proposed Development could have on population within the operational phase will be long term.

Cumulation of the Impact

Given the nature, scale and location of the Proposed Development, significant effects on population and human health from a cumulation of the Proposed Development with existing, proposed and permitted development is unlikely.

Possibility of Effectively Reducing the Impact

The potential effects on population and human health are expected to be limited due to the nature and extent of the Proposed Development.

3.5.3.2 Biodiversity

Table 3-2 Description of Effects – Biodiversity

| Factor | Nature | Intensity | Probability | Duration | Likely Significant Effects (Yes/No) |
|---------------------|----------|-----------------|-------------|-----------|-------------------------------------|
| Construction Phase | | | | | |
| Biodiversity | Neutral | Not significant | Unlikely | Permanent | No |
| Operational Phase | | | | | |
| Biodiversity | Positive | Not significant | Unlikely | Permanent | No |

Magnitude and Spatial Extent of the Impact

The AASR prepared by MKO identified European Sites within and outside the Likely Zone of Effect of the Proposed Development site. Any European sites within the Likely Zone of Effect have been screened out and therefore no further assessments were carried out. The AASR concluded that:

“It is concluded that there is no potential for in-combination effects to undermine the integrity of any European sites from the Proposed Development with other plans and/or projects. The potential for in-combination effects to undermine the integrity of any European site acting in-combination with other plans or projects can be excluded.”

Furthermore, the EcIA concluded with the following:

“The potential residual impacts on ecological receptors will not be significant and no potential for the Proposed Development to contribute to any cumulative impacts on biodiversity when considered in combination with other plans and projects was identified. Provided that the Proposed Development is constructed and operated in accordance with the design and best practice that is described within this report, significant effects on biodiversity are not anticipated at any geographical scale.”

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). The Proposed Development and whether it would be likely to have significant impacts on the environment through cumulation with other existing developments is considered in Section 3.5.1.2.

Nature of the Impact

The Proposed Development will result in the loss of 30 trees, predominantly scattered within treelines along roadsides. This will result in a small temporary degradation of the habitat during construction. However, 133 new trees will be planted along the route during the construction phase, to bolster existing treelines or create new ones along road verges.

No significant effects on the habitats located within the site are anticipated. Overall, there will be neutral effects on all the habitats identified, as minimal losses are anticipated, with positive effects expected on treelines and scattered trees and parkland habitats and fauna in the long term, as 133 new trees will be planted along the route, resulting in a net increase of 103 trees.

The potential residual impacts on ecological receptors will not be significant and no potential for the Proposed Development to contribute to any cumulative impacts on biodiversity, when considered in combination with other plans and projects, was identified.

Transboundary Nature of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). There are no transboundary impacts for consideration.

Intensity and Complexity of the Impact

There are no intense or complex effects associated with this Proposed Development.

The neutral impact as outlined in the Nature of the Impact section above will be not significant as the control measures following best practice are implemented at the site. Standard construction methodologies are anticipated. The character and quality of factors affecting biodiversity discussed in this section will not change significantly. The Proposed Development will not result in a significant effect on the environment, in terms of Biodiversity, provided the project design is implemented and standard construction methodologies and mitigation measures listed in EcIA are adhered to.

Probability of the Impact

The probability for significant effects on the environment or effects on biodiversity is unlikely. This conclusion is based on the value of the receptors, the scale, location, and nature of the project and the design proposals that have been incorporated into the project design.

Expected Onset, Duration, Frequency and Reversibility of the Impact

It has been concluded that the Proposed Development will not result in significant effects on the environment, with respect to Biodiversity, provided the project design and appropriate measures are implemented.

Cumulation of the Impact

The EcIA and AASR have both concluded that significant effects on biodiversity from a cumulation of the Proposed Development with existing, proposed and permitted developments is unlikely.

Possibility of Effectively Reducing the Impact

On a precautionary basis, the following pollution prevention measures which are outlined in the EcIA will be implemented, in line with best practice, to reduce any potential impacts on biodiversity:

Pollution Prevention

- Excavated spoil (if any) will be stockpiled and contained entirely within the confines of the site boundaries.
- During earthwork activities, the following mitigations will be adhered to:
- Material that is not re-used will be transported off site to a designated waste facility.
- Stockpiling will be limited to areas where the ground is stable and well drained. Stockpiles will be located where the risk of water quality deterioration is minimal and will also have an adequate buffer (>10 m) from aquatic zones.
- Exposed surfaces will be re-vegetated as soon as possible following construction.
- Earthworks will not be carried out in close proximity to watercourses during periods of heavy rainfall.
- All excavated material will be removed to suitable stockpile areas. The volume of material to be managed is anticipated to be minor due to the nature and extent of works.
- Daily monitoring and inspections of site drainage during construction will be completed by the appointed environmental officer;
- Good construction practices, such as wheel washers and regular plant maintenance, will ensure minimal risk. The Construction Industry Research and Information Association (CIRIA) provide guidance on the control and management of water pollution from construction sites (*Control of Water Pollution from Construction Sites, guidance for consultants and contractors*, CIRIA, 2001), which provides information on these issues. This will ensure that surface water arising during the course of construction activities will contain minimal sediment.

Cement Based Products

- No batching of wet-cement products will occur on site.
- Ready-mixed supply of wet concrete products and where possible, emplacement of pre-cast elements, will take place.
- Where possible, pre-cast elements for concrete works will be used.
- Where concrete is delivered on site, only chute cleaning will be permitted, using the smallest volume of water possible.
- No discharge of cement contaminated waters to the construction phase drainage system or directly to any artificial drain or watercourse will be allowed.
- Use weather forecasting to plan dry days for pouring concrete.
- Ensure pour site is free of standing water and plastic covers will be ready in case of sudden rainfall event.

Waste Management

- All waste will be collected in skips, and the site will be kept tidy and free of debris at all times.
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling.

- All construction waste materials will be stored within the confines of the site, prior to removal from the site to a permitted waste facility.

Wastewater Disposal

- A self-contained port-a-loo with an integrated waste holding tank will be used at the site compounds, maintained by the providing contractor, and removed from site on completion of the construction works; No foul water will be discharged on-site during the construction.

3.5.3.3 Land, Soil, Water, Air and Climate

Table 3-3 Description of Effects - Land, Soil, Water, Air and Climate

| Factor | Nature | Intensity | Probability | Duration | Likely Significant Effects (Yes/No) |
|--------------------|----------|-----------------|-------------|------------|-------------------------------------|
| Construction Phase | | | | | |
| Land, Soil | Negative | Imperceptible | Unlikely | Short term | No |
| Water | Negative | Imperceptible | Unlikely | Short term | No |
| Air and Climate | Negative | Imperceptible | Unlikely | Permanent | No |
| Operational Phase | | | | | |
| Land, Soil | Neutral | Not Significant | Unlikely | Short term | No |
| Water | Neutral | Not Significant | Unlikely | Short term | No |
| Air and Climate | Positive | Not Significant | Likely | Permanent | No |

Magnitude and Spatial Extent of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). The Proposed Development and whether it would be likely to have significant impacts on the environment through cumulation with other existing developments is considered in Section 3.5.1.2 above.

Nature of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads).

Minor excavation works will take place as part of the construction phase of the Proposed Development. The general use of the land is not of a project class that has the potential to have significant effects on land and soils due to the fact that the areas where the active travel route will be installed will be within

areas that have been previously disturbed. Therefore, effects during the construction phase are anticipated to be imperceptible and negative.

Surface water and groundwater have the potential to be impacted during the construction phase as a result of excavation works. However, given the nature and scale of the Proposed Development, this is not a development that has the potential to have a significant effect on water. Therefore, effects during the construction phase are anticipated to be short-term negative.

The construction phase will utilise mechanical excavator. This equipment will potentially use fossil fuels, but the possible effect on air and climate associated with this is imperceptible and will be short-term in nature. This is likely due to the limited duration of construction activities (15 months) and the intermittent use of equipment.

During the operational phase, the Proposed Development is not considered a source of greenhouse gas emissions capable of influencing climate change. The Proposed Development will have a positive impact on air quality and climate by providing an active travel cycling route thus reducing reliance on private car usage.

Transboundary Nature of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). Considering the size and nature of the Proposed Development, there are no transboundary impacts associated with water, land, soils, and air and climate for consideration.

Intensity and Complexity of the Impact

There are no intense or complex impacts associated with the Proposed Development. The character/quality of any of the environmental factors discussed in this section of the EIASDR having the potential to impact land, soil, water, and air & climate will not change significantly. While there will be a negative effect on land, soil, water, air & climate during the construction phase, the effect will be imperceptible provided the project design and standard construction methodologies and control measures are implemented.

The neutral/negative effect as outlined in the Nature of the Effect section above will be imperceptible provided that standard construction methodologies and control measures are implemented at the site.

Probability of the Impact

The probability for significant impacts on the environment or impacts on land, soil, water, and air and climate is unlikely. The conclusion is based on the scale, nature and location of the project, in conjunction to the project design proposals incorporated into the project design and the standard construction methodologies and control measures.

Expected Onset, Duration, Frequency and Reversibility of the Impact

The effects associated with the construction phase on land and soil will be short-term, negative, and imperceptible. Effects on water will be short-term, negative, and imperceptible, while effects on air and climate during operational phase are anticipated to be permanent, positive, and not significant. However, it has been concluded that the Proposed Development will not result in significant effects on the environment provided the project design and standard construction methodologies and control measures are implemented.

Cumulation of the Impact

Section 3.5.1.2 above has concluded that significant environmental impacts from a cumulation of the Proposed Development with existing development is unlikely.

Possibility of Effectively Reducing the Impact

The potential effects on land, soil, water, air and climate are expected to be not significant due to the nature and extent of the Proposed Development.

3.5.3.4 Material Assets, Cultural Heritage, and the Landscape

Table 3-4 Description of Effects - Material Assets, Cultural Heritage and Landscape

| Factor | Nature | Intensity | Probability | Duration | Likely Significant Effects (Yes/No) |
|--------------------------|----------|-----------------|-------------|------------|-------------------------------------|
| Construction Phase | | | | | |
| Material Assets | Negative | Not Significant | Unlikely | Short term | No |
| Cultural Heritage | Negative | Not Significant | Unlikely | Short term | No |
| Landscape | Negative | Imperceptible | Unlikely | Short term | No |
| Operational Phase | | | | | |
| Material Assets | Positive | Not Significant | Unlikely | Long term | No |
| Cultural Heritage | Neutral | Not Significant | Unlikely | Permanent | No |
| Landscape | Positive | Not Significant | Unlikely | Long term | No |

Magnitude and Spatial Extent of the Impact

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). The Proposed Development and whether it would be likely to have significant impacts on the environment through cumulation with other existing developments is considered in Section 3.5.1.2.

Nature of the Impact

The material assets that may be negatively impacted by the Proposed Development comprise existing services and utilities. The proposed works, and in particular, the excavation works have the potential to come into contact and impact previously unidentified underground services should they exist.

The same can be said for archaeological features. Although there are several points which are adjacent to or near archaeological features or protected structures, given that the site is a previously disturbed urban site, the presence of archaeological remains is considered low.

The nature of impact associated with landscape is considered. General landscape improvements will be made through planting native trees and proposed raingarden design, which will have positive impact on landscape.

Transboundary Nature of the Impact

There are no transboundary impacts associated with material assets, cultural heritage, and the landscape for consideration.

Intensity and Complexity of the Impact

There are no intense or complex impacts associated with the Proposed Development. Any potential effects on material assets, cultural heritage and landscape will be imperceptible provided the project design and standard construction methodologies and control measures are implemented.

Probability of the Impact

The probability for significant effects on the environment or effects on material assets, cultural heritage, and landscape is unlikely. This conclusion is based on the scale, location and nature of the project and the design proposals incorporated into the project design.

Expected Onset, Duration, Frequency and Reversibility of the Impact

The effects associated with material assets and cultural heritage during the construction phase will be short-term. There are no significant effects anticipated relating to material assets and cultural heritage during the operational phase. However, once operational, the Proposed Development will have a long term positive impact on material assets by providing a safer and greener travel option.

The effects on landscape during the construction phase will be negative and short-term. The effects on landscape in the operational phase will be long term and positive; however, the landscape effects are localised.

Cumulation of the Impact

Given the nature, scale and location of the Proposed Development, significant effects on material assets, cultural heritage and landscape from a cumulation of the Proposed Development with existing, proposed and permitted developments is unlikely.

Possibility of Effectively Reducing the Impact

The potential effects on material assets, cultural heritage and landscape are expected to be limited due to the nature and extent of the Proposed Development.

3.5.3.5 Interactions

The preceding sections have examined the Proposed Development and whether it in relation to environmental factors set out in the Planning and Development Regulations 2001 (as amended). The assessment has considered whether the Proposed Development would be likely to have significant impacts on the environment, taking into account the factors specified in Section 171A of the Planning

and Development Act (as amended), which defines the requirement for an EIAR. The following section examines the interaction between those factors and whether the Proposed Development would be likely to have significant impacts on the environment arising from these interactions.

The various anticipated interactions are summarised as follows:

- Population and Human Health,
 - Air and Climate, Land, Soils and Geology, Water, Material Assets and Landscape
- Biodiversity,
 - Land, Soils and Geology, Water, Air and Climate and Landscape
- Land, Soils and Geology,
 - Water, Cultural Heritage, and Landscape
- Air and Climate
 - Material Assets
- Landscape
 - Cultural Heritage

The examination of these factors above individually concluded that significant impacts on the environment was unlikely.

Where any potential interactive negative effects have been identified in the above, standard construction methodologies and control measures will be implemented. The characteristics of potential effects are summarised briefly below as follows:

- Interactions between Biodiversity and Landscape have been assessed in this ELASDR. Given that the habitats present are typical of previously disturbed urban sites, and that the surrounding area has a number of residential developments present,, interactions between landscape and biodiversity is unlikely.
- Interactions between Biodiversity and Water have been assessed in this ELASDR. Given that the habitats present are typical of previously disturbed urban sites, and the limited usage of water during construction, the interactions between biodiversity and water is unlikely.
- Interactions between Land, Soils and Geology and Water have been assessed in this ELASDR. Given the general use of the land as a residential development, the fact that this is not a project class that has the potential to have significant effects on lands and soils, and the distance to any hydrological features, the interactions between land, soils and geology and water is unlikely.
- Interactions between Landscape and Cultural Heritage have been assessed in this ELASDR. There are no archaeological features visible and no recorded monuments within the Proposed Development site. Therefore, the effects on Cultural heritage is unlikely. The impacts on landscape during the construction phase will be short-term. The effects during the operational phase will be long term, however. Therefore, the interactions between landscape and cultural heritage is unlikely.

3.5.4 Summary of Schedule 7 Criteria Examination

This section has examined the Proposed Development and whether it would be likely to have significant effects on the environment having regards to the criteria set out in Schedule 7 of the Regulations. It has considered the scale, location, and nature of the Proposed Development as well as the results of the technical reports, and the design proposals.

The characteristics and scale of the Proposed Development have been described and assessed in line with Schedule 7 Paragraph 1 of the Regulations. It concluded that:

- Significant environmental effects from the cumulation of the Proposed Development works with existing developments is unlikely based on the review of the relevant technical reports (AASR and EcIA), the project design, and standard construction methodologies and control measures.
- The use of or potential effect on natural resources, particularly land, soil, water, is assessed above and found that any potential effects will be imperceptible.
- The risk to human health has been addressed by standard health and safety procedures to be implemented in the construction phase.

The location of the Proposed Development has been examined in line with Schedule 7 Paragraph 2 of the Regulations. It is concluded that:

- The Scheme crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast, along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder (IE_EA_09D010620), which is located 140 meters northwest of the Proposed Development to the closest point.
- It can be objectively concluded that the Proposed Development, individually or in combination with other plans or projects, will not adversely affect the integrity of any designated European Site.
- A review of the planning history of the site did not identify any enforcement proceedings initiated by the local authority in relation to planning consent or non-compliance with environmental quality standards.

The nature and characteristics of potential effects from the Proposed Development have been examined in line with Schedule 7 Paragraph 3 of the Regulations. It is concluded that:

- The effects on Population and Human Health associated with the construction phase will be imperceptible and short-term provided the control measures following the best practice adhered to. There are long term and positive effects anticipated with the operational phase.
- The effects on Biodiversity associated with the construction phase will be neutral and permanent. These effects will not be significant provided that the mitigations outlined in the EcIA are implemented and adhered to. There are permanent and positive effects anticipated with the operational phase.
- The effects on Land, Soil and Water associated with the construction phase will be negative and short-term.
- Effects arising from the construction phase on air and climate will be negative and permanent. It is anticipated that there will be a positive and permanent effect during the operational phase of the Proposed Development.
- The effects on Material Assets, Cultural Heritage and Landscape associated with the construction phase will be negative and short-term. During operational phase, there will be positive long-term effects on Material Assets and Landscape.

Based on the findings of the examination above and the summary of conclusions that have been presented and the anticipated short-term duration of construction phase effects, it is concluded that the Proposed Development is not considered likely to have significant effects on the environment.

There is no real likelihood of significant environmental effects either alone or in cumulation with other existing and permitted projects associated with the Proposed Development.

3.6 Schedule 7A Sub-threshold Criteria

The Planning and Development Regulations 2001 (as amended) under Article 103 outlines that where a planning application for sub-threshold development is not accompanied by an EIAR, the

planning authority shall carry out a preliminary examination of, at the least, the nature, size, or location of the development. Where the planning authority concludes, based on that preliminary examination of the Proposed Development, that there is significant and realistic doubt in regard to the likelihood of significant impacts on the environment it shall, by notice in writing served on the applicant, require the applicant to submit to the authority the information specified in Schedule 7A for the purposes of a screening determination unless the applicant has already provided such information.

For the avoidance of doubt, the information specified in Schedule 7A of the Regulations is provided in this section. In addition, any further relevant information on the characteristics of the Proposed Development and its likely significant impacts on the environment is also provided.

3.6.1 Description of the Proposed Development

Schedule 7a, Paragraph 1 requires:

A description of the Proposed Development, including in particular—

(a) a description of the physical characteristics of the whole Scheme 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.

The Proposed Development will include 4km of mainline improvements and over 1.5km of secondary link improvements through residential roads. As outlined in Section 3.3 above, the classes within the provisions of Schedule 5 are not relevant to the Proposed Development.

The potential for effects on European Sites has been assessed in the AASR, prepared as part of the planning application. The AASR concluded that the Proposed Development, individually or in combination with other plans or projects, will not have significant effects on any European Site. Therefore, the Proposed Development does not need to proceed to Stage II of the Appropriate Assessment Process, i.e., Natura Impact Statement (NIS).

3.6.2 Aspects of the Environment likely to be Significantly Affected

Schedule 7a, Paragraph 2 requires:

A description of the aspects of the environment likely to be significantly affected by the Proposed Development.

Section 3.5.3 above describes the aspects of the environment with regard to the impact of the project on the factors specified in section 171A of the Planning and Development Act 2000 for the definition of EIAR. The findings are summarised in the sections that follow.

Population and Human Health

The Proposed Development works are not considered to be the type of project that can pose a significant risk to human health. There is the potential for some negative effects arising from the construction phase, however, these will be managed using standard construction methodologies and control measures.

Biodiversity

The Proposed Development works are not considered to be the type of project that can pose a significant risk to biodiversity. There is potential for some negative effects arising from the construction phase, however, these will be managed using standard construction methodologies and control measures.

Land, Soil, Water, Air and Climate

The site will be excavated as part of the construction works with some disruption to soils and subsoils during the works. A development of this nature will not have any operational effect on land and soils as the general use of the land is not of a project class that has the potential to have significant effects on land and soils.

There is potential for negative effects during the construction phase as a result of excavation works on land and soil. Surface water and groundwater have the potential to be impacted by the proposed construction works. However, given the nature and scale of the works the likelihood of these effects are anticipated to be minimal. Therefore, effects during the construction phase are anticipated to be short-term negative.

The construction phase will utilise mechanical excavators and plant. This equipment will potentially use fossil fuels, but the possible effect on air and climate associated with this is not significant and will be short-term in nature. This is likely due to the limited duration of construction activities (15 months) and the intermittent use of equipment.

For the operational phase, the Proposed Development is not a recognised emitter of greenhouse gases with the potential to effect climate change.

Material Assets, Cultural Heritage, and the Landscape

The proposed works and in particular, the excavation works have the potential to come into contact and impact previously unidentified underground services should they exist. The same can be said for archaeological features that have previously been undetected. Material assets are also considered in terms of traffic management and impacts associated with the Proposed Development and the existing road network.

The nature of effect associated with Landscape is considered in terms of the magnitude of change imposed on the landscape with reference to its key elements, features, and characteristics (also known as 'landscape receptors') combined with the sensitivity of the landscape to determine the landscape effect.

3.6.3 Description of any Likely Significant Effects

Schedule 7a, Paragraph 3 requires:

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.

Section 3.5.3 above describes the characteristics of the Proposed Development in terms of emissions, waste production and use of natural resources and concludes on the likelihood of significant effects. The findings are summarised in the sections that follow.

Residues and Emissions

Site management measures will be put in place to avoid release of potential pollutants into the existing site network or groundwaters at the site during the construction phase.

There is no real likelihood of significant environmental effects associated with residues and emissions either alone or in cumulation with other existing and proposed projects associated with the Proposed Development.

This conclusion is based on a review of the project design, the location of the proposed development site and the environmental receptors.

Production of Waste

There is no real likelihood of significant environmental effects either alone or in cumulation with other Proposed and proposed projects related to the production and management of wastes.

Use of Natural Resources

The Proposed Development will comprise the construction of an active travel cycle route which will be approximately 5.5km in length (4km of mainline improvements and 1.5km secondary link improvements through residential roads). The Proposed Development site is an urban area in nature being comprised predominantly of residential areas.

The site will be excavated as part of the construction works with some disruption to soils and subsoils during the works. The general use of the land as an urban area is not of a project class that has the potential to have significant effects on land and soils. Therefore, effects during the operational phase are anticipated to be imperceptible and neutral

There will be no use of water resources.

The AASR screened out any potential significant effects, and the report concluded that the Proposed Development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. Therefore, this Scheme does not need to proceed to Stage II of the Appropriate Assessment Process, i.e., a Natura Impact Statement (NIS).

3.6.4 Compilation of Paragraphs 1-3

Schedule 7a, Paragraph 4 requires:

The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

Sections 3.6.1 – 3.6.3 of this document provides information on the Proposed Development, the aspects of the environment which are likely to significantly affected by the Proposed Development and a description of these effects. A summary of the measures set out to mitigate and ensure that the Proposed Development will not have significant effects on the environment has been provided throughout Sections 3.6.1 – 3.6.3 which is drawn from the information provided in Section 3.5.1 above which was prepared to provide criteria for determining whether a development listed in Part 2 of Schedule 5 (sub-threshold) should be subject to an environmental impact assessment as required by Schedule 7 of the Regulations.

3.6.5 Summary of Schedule 7a Criteria Assessment

This section has examined the Proposed Development and whether it would be likely to have significant effects on the environment having regards to the criteria set out in Schedule 7a of the Regulations. A compilation of the data presented in this report notes the measures set out to mitigate any significant effects and from this it can be concluded that there will be no significant effects on the environment arising from the Proposed Development.

3.7 Other Environmental Assessments

A statement indicating how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directives has been prepared as part of this EIA Screening to provide the competent authority with the necessary information to reach an appropriate conclusion.

That statement is provided in this section.

3.7.1 European Union Legislation

The following sections outline the various EU Directives (other than the EIA Directive) relevant to this Scheme. It highlights the nature of the assessments carried out in accordance with the said directives. Where individual assessments have influenced the details of the Proposed Development, this is also described below, to show how the results of those assessments have been taken into account.

The Directives examined in this report and considered within the wider application are as follows:

- 1) *Directive 92/43/EEC, Habitats Directive*
- 2) *Directives 2009/147/EC Birds and Habitats*
- 3) *Directive 2000/60/EC, Water Framework Directive*
- 4) *Directive 2001/42/EC, SEA Directive*
- 5) *Directive 2002/49/EC, Environmental Noise*
- 6) *Directive 2008/50/EC, Ambient Air Quality and Cleaner Air for Europe Directive*
- 7) *Directive 2007/60/EC, Floods Directive*
- 8) *Directive 2010/75/EU Industrial Emissions Directive*
- 9) *Directive 2012/18/EU Seveso-III Directive*
- 10) *Directive 2008/98/EC, EU Waste Framework Directive*
- 11) *Directive 2008/56/EC, Marine Strategy Framework Directive*
- 12) *Directive 2012/19/EU, Waste Electrical and Electronic Equipment (WEEE) Directive*
- 13) *Directive 92/57/EEC on the minimum safety and health requirements at temporary or mobile construction sites*

3.7.1.1 Directive 92/43/EEC, Habitats Directive and Directive 2009/147/EC, Birds Directive

Adopted in 1992, the Habitats Directive (Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora) aims to promote the maintenance of biodiversity, taking account of economic, social, cultural, and regional requirements. It forms the cornerstone of Europe's nature conservation policy with the Birds Directive and establishes the EU-wide Natura 2000 ecological network of protected areas (European Sites), safeguarded against potentially damaging developments.

As outlined in the AASR, there are no European Sites located directly on the subject site. The closest SAC is Glenasmole Valley [001209], located 3.9 km southwest of the Proposed Development site.

The Birds Directive (Directive 2009/147/EC) on the conservation of wild birds), first adopted by the Member States in 1979, is the European Union's oldest piece of nature legislation. The closest SPA is Wicklow Mountains [004040], located 4.6 km south of the Proposed Development site.

3.7.1.1.1 **Appropriate Assessment Screening Report and Natura Impact Statement**

Article 6.3 of the Habitats Directive 92/43/EEC requires that an Appropriate Assessment (AA) should be carried out where plans or projects are likely to have a significant effect on any European Site. An AASR has been prepared by Whitehill Environmental and accompanies this application. The AASR identified the European Sites upon which the Proposed Development has the potential to result in significant effects and the pathways by which those effects may occur. The AASR screened out any potential significant effects, and the report concluded that the Proposed Development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. Therefore, this Proposed Development does not need to proceed to Stage II of the Appropriate Assessment Process, i.e., a Natura Impact Statement (NIS).

3.7.1.2 **Directive 2000/60/EC, Water Framework Directive**

The Water Framework Directive requires all Member States to protect and improve water quality in all waters to ensure that good ecological status is achieved. It establishes common principles and an overall framework for action in relation to water protection and developed the overall principles and the structure for protection and sustainable use of water in the European Union.

The Proposed Development site is located in the groundwater catchment: the Dublin area (IE_EA_G_008). The Water Framework Directive (WFD) Groundwater Monitoring Programme (2019-2024) assigned the groundwater catchment as having 'good' status. The Dublin groundwater catchment has an assigned WFD Ground Waterbody Approved Risk of 'Good'.

The Proposed Development crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast, along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder (IE_EA_09D010620), which is located 140 meters northwest of the Proposed Development to the closest point.

The control methods following best practice for the protection of surface waters during the construction and the operational phases of the development will ensure the qualitative status of the receiving waters will not be altered by the Proposed Development.

3.7.1.3 **Directive 2001/42/EC, SEA Directive**

Strategic Environmental Assessment (SEA) is a process for evaluating at the earliest appropriate stage the likely environmental effects of implementing a Plan or Programme or other strategic action in order to ensure that environmental considerations are appropriately addressed in the decision-making process, both during the preparation of, and prior to adoption of a Plan or Programme.

The European Directive (2001/42/EC) on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA Directive) was transposed into national legislation by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 2004) (as amended) and the S.I. No. 456/2025 – European Union (Land Use Planning – Strategic Environmental Assessment) Regulations 2025. The legislation requires that the Plan-making Authority must make available an SEA Statement summarising how the SEA and consultations have been taken into account in the making of the Plan.

3.7.1.4 Directive 2002/49/EC, Environmental Noise

The Environmental Noise Directive is noted to “provide a basis for developing and completing the existing set of Community measures concerning noise emitted by the major sources, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment and mobile machinery, and for developing additional measures, in the short, medium and long term.” This directive has three objectives, which are:

- The determination of exposure to environmental noise,
- Ensuring that information on environmental noise and its effects is made available to the public and,
- Preventing and reducing environmental noise quality where it is good.

The Proposed Development was assessed for noise throughout this EIASDR. Whilst there may potentially be some noise effects during the construction phase as a result of the Proposed Development, such effects will be short term and not significant

3.7.1.5 Directive 2008/50/EC, Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive

The 2008 CAFE Directive outlines the appropriate measures to be adopted at a local, regional, or national level to provide for the attainment of air quality objectives, including:

- Measures to limit transport emissions through traffic planning and management.
- Measures to encourage a shift of transport towards less polluting modes.

Subsequent policies at national, regional, and local level including but not limited to the National Planning Framework, Regional Spatial Economic Strategy have been prepared in accordance with the Directive and include objectives to encourage a shift towards more sustainable modes of travel.

No additional assessments of the proposal were deemed to be required in relation to the Clean Air for Europe (CAFE) Directive. The Proposed Development is not expected to produce any significant emissions once operational.

As described above, the outcome of the assessment related to this Directive has been taken into account in reaching the EIA Screening conclusion.

3.7.1.6 Directive 2007/60/EC, Floods Directive

The Floods Directive requires Member States to assess if all water courses and coastlines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. The Directive also reinforces the rights of the public to access this information and to participate in the planning process.

The site has no historical flood events and the nearest previous flood event occurred approximately 100m north of the Proposed Development Site to the closest point. The flood event (ID-2140) was a recurring flood event caused by overloaded Foul Sewer (F/S) main during heavy rain or flood conditions. The topographic survey of the Proposed Development site has a minimum ground level of 73.9 metres above Ordnance Datum (mOD) in the closest area, while the flood event location is at approximately 72.9 mOD, based on the Irish Digital Elevation Model. Apart from the slightly lower elevation of the previous flood event area, the site's topography is generally flat, with a gentle slope towards the south, which means it is not expected to influence the site.

3.7.1.7 Directive 2010/75/EU Industrial Emissions Directive

The Industrial Emissions Directive aims to achieve a high level of protection of human health and the environment taken as a whole by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques (BAT). The Directive implements rules for the prevention or, where this is not practical, the reduction of industrial emissions to air, water, and land and to prevent the generation of waste, in order to achieve a high level of protection.

The Directive is not directly relevant to the Proposed Development, and the Proposed Development will not directly involve industrial activities under the Directive. Whilst there is the potential for indirect effects from the production and supply of material for the Proposed Development from industrial operations, it is not likely to have significant effects on the environment given the scale of the development proposed. The fact that the development is not one that triggers the requirement for Industrial Emissions Licensing has informed the EIA Screening conclusions.

3.7.1.8 Directive 2012/18/EU Seveso-III Directive

The Seveso III Directive (2012/18/EU) aims at the prevention of major accidents involving dangerous substances. However, as accidents may nevertheless occur, it also aims at limiting the consequences of such accidents not only for human health but also for the environment.

The nearest Seveso site as outlined in the Notified Seveso Establishments with the Health and Safety Authority to the Proposed Development is BOC Gases Ireland Ltd. in Dublin 12, which is located approximately 6 km north of the Proposed Development site.

The fact that the development is not one which triggers the requirement for SEVESO considerations has informed the EIA Screening conclusions.

3.7.1.9 Directive 2008/98/EC, EU Waste Framework Directive

This Waste Framework Directive requires that Member States take the necessary measures to achieve a minimum target of 70% recycling and recovery of non-hazardous materials from the construction and demolition of a development.

Proposals for the management of waste during the construction will be informed by best practice and relevant legislation.

Significant volumes of waste are not anticipated to be generated during the operational phase of the Proposed Development. Any waste management required will be informed by best practice at the time.

The project design provided in the application has informed the EIA Screening conclusions.

3.7.1.10 Directive 2008/56/EC, Marine Strategy Framework Directive

The Marine Strategy Framework Directive sets out a number of objectives which seek to achieve a transparent and coherent legislative framework, which should contribute to coherence between different policies and foster the integration of environmental concerns into other policies, providing an overall framework for action and enabling action taken to be coordinated, consistent and properly integrated with action under other Community legislation and international agreements.

Paragraph 18 of this directive includes that “*this Directive should also support the strong position taken by the Community, in the context of the Convention on Biological Diversity, on halting biodiversity loss, ensuring the conservation and sustainable use of marine biodiversity*”.

The effect of water quality has been assessed and considered in relation to this Scheme, as set out in Section 4.2, Impact Assessment, of the AASR, which states in the review of plans that:

There are no individual elements of the Proposed Development that are likely to give rise to negative effects on any designated site or the QIs for which the sites have been designated. There is no surface water connectivity exists from the site of the Proposed Development to the Wicklow Mountains SPA and Glenasmole Valley SAC. Therefore, due to the distance from the SPA/SAC and lack of supporting habitat within the Proposed Development boundary, no pathway for potential significant indirect effects on the SPA/SAC has been identified.

3.7.1.11 Directive 92/57/EEC Temporary or Mobile Construction Sites

This Directive defines minimum safety and health requirements for temporary or mobile construction sites (i.e., any construction site at which building or civil engineering works are carried out and intends to prevent risks by establishing a chain of responsibility linking all the parties involved).

The Proposed Development will require the appointment of a Project Supervisor for the Construction Stage (PSCS). The PSCS will be required to provide a Safety and Health Plan for the site. The Safety and Health Plan shall include a site-specific risk assessment and appropriate control measures to mitigate any of the potential hazards identified within that process.

4.

CONCLUSIONS AND RECOMMENDATIONS

The Proposed Development is not a type of development for which EIA is mandatory either in regard to the Planning and Development Act 2001 (as amended) or the Roads Act 1993 (as amended).

An EIA Screening exercise inclusive of Schedule 7a assessment criteria was carried out to determine the potential for the Proposed Development to have significant environmental effects. The screening exercise has been completed in this report, and the methodology used has been informed by the available guidance, legislation, and directives. This exercise has also been informed by a desk study of the site, EcIA, Planning Report and AASR prepared for the Proposed Development.

This EIA Screening for the Proposed Development has taken into account the scale, location and nature of the project along with the types and characteristics of potential effects on the factors specified for environmental impact assessment as set out in the Act.

It can be concluded that the Proposed Development, due to the considered design, scale and nature of the project, that there is **no real likelihood of significant effects on the environment**. The potential effects associated with a project of this nature are well established and understood by the authors of this EIASDR and the technical reports prepared as part of this application all of whom have provided details of their competency. The Proposed Development site location is not considered to be especially sensitive from an environmental or ecological perspective and any potential effects on identified specific sensitive receptors have been screened out or appropriate measures have been put in place.

Therefore, it is the conclusion of this EIASDR, prepared by MKO, for the reasons set out above, the Proposed Development is not subject to a mandatory EIA. The applicant has provided the information required by Schedule 7A of the Regulations for the purpose of EIA screening. On the basis of this screening information the applicant respectfully submits that an EIA is not required for the Proposed Development as there is no real likelihood that there will be **any significant effects on the environment** arising from the Proposed Development, either individually or in cumulation of other projects.

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APPENDIX 1

ECOLOGICAL IMPACT ASSESSMENT

Ecological Impact Assessment

Knocklyon to Ballyboden
Active and Sustainable
Travel Scheme





DOCUMENT DETAILS

Client: **South Dublin County Council (SDCC)**

Project Title: **Knocklyon to Ballyboden Active and Sustainable Travel Scheme**

Project Number: **251045**

Document Title: **Ecological Impact Assessment**

Document File Name: **EcIA - F - 251045 - 2026.01.15**

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| Rev | Status | Date | Author(s) | Approved By |
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| 03 | Final | 15.01.2026 | DM | SF |

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1. INTRODUCTION

1.1 Background

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme is a project to be delivered by South Dublin County Council (SDCC), funded by the National Transport Authority (NTA). MKO has been commissioned by SDCC to conduct an Ecological Impact Assessment (EcIA) of the proposed Active Travel Scheme between Tallaght and Knocklyon in South Dublin County. The Proposed Development, which will be submitted under Part VIII of the Planning and Development Regulations (2001), as amended, and Part XI of the Planning and Development Act (2000), as amended, consists of new and upgraded cycle lanes and footpaths constructed on existing roadways.

The Proposed Development consists of improvements to the public realm, walking and cycling infrastructure along Firhouse Road, Knocklyon Road, Templeroan Road, Ballyboden Way, Ballyboden Road and Scholarstown Road and several secondary links connecting the main corridor with residential streets and local trip attractors.

The EcIA includes an accurate description of all aspects of the Proposed Development during construction and operation. It then provides a comprehensive description of the baseline ecological environment, which is based on an appropriate level of survey work that was carried out in accordance with the most appropriate guidelines and methodologies. The EcIA then completes a thorough assessment of the impacts of the Proposed Development on biodiversity. Where likely ecologically significant effects are identified, measures are prescribed to avoid or minimise or compensate for such effects.

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme is referenced as follows:

- For the purpose of this report, the term ‘Study Area’ or ‘Site’ refers to the red line boundary, comprising the entire area shown in **Figure 2-1**.
- The proposed Active Travel Scheme Development, including all ancillary works, is referred to as ‘the Active Travel Scheme’ or ‘the Proposed Development’.

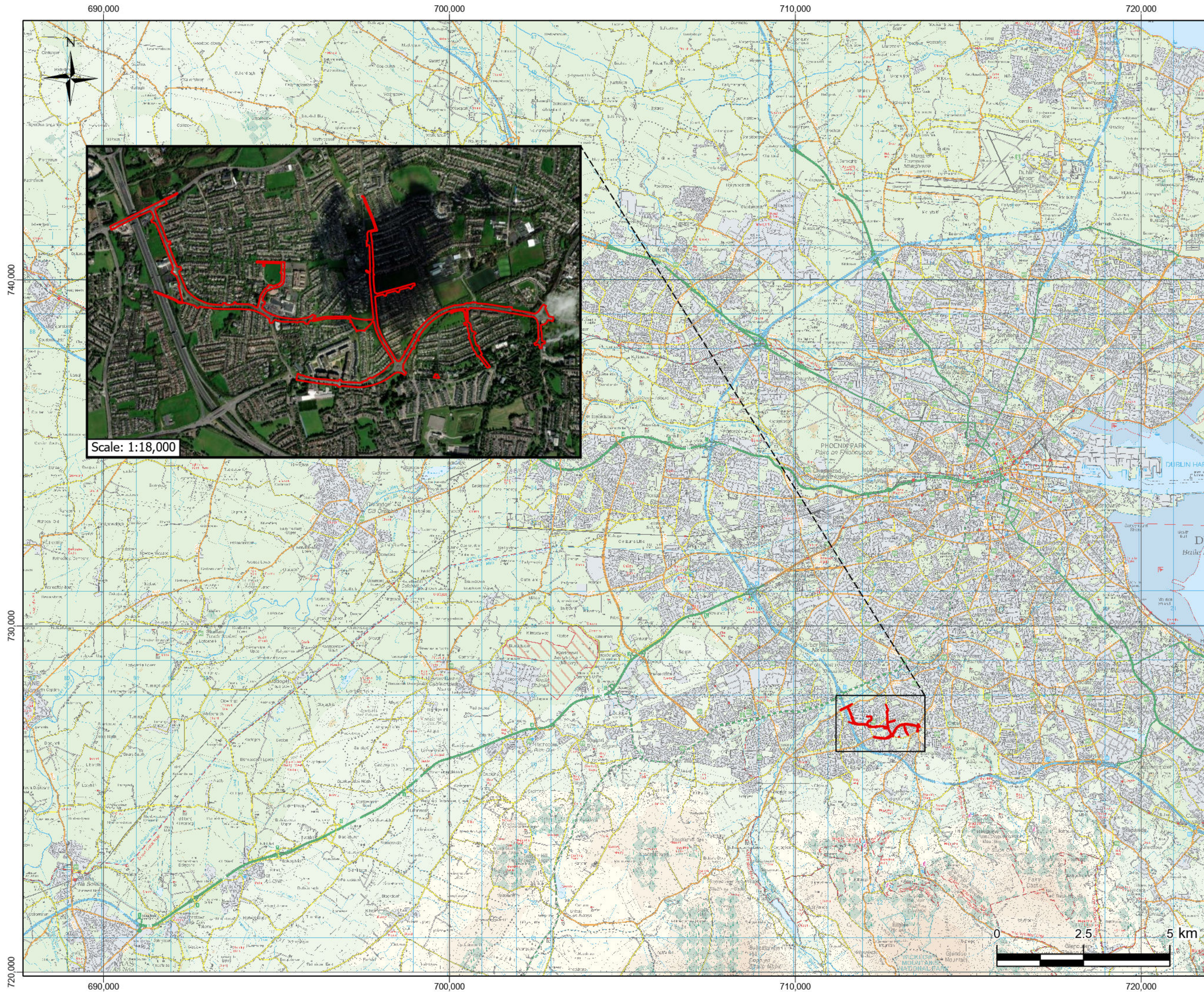
1.2 Statement of Authority

This report has been prepared by David Mesarcik and reviewed by Sara Fissolo. David has 2 years of experience in ecological consultancy and holds a B.Sc. in Ecology and Evolutionary Biology and an Honours Degree in Terrestrial Ecology. Sara is a Project Ecologist at MKO with over 5 years of ecological consultancy experience and holds a B.Sc. in Ecology and Environmental Biology. This assessment was based on ecological surveys conducted by David Mesarcik of MKO in November 2025.

1.3 Relevant Guidance

In addition, the guidelines listed below were consulted in the preparation of this document to provide the scope, structure and content of the assessment:

- Guidelines for Ecological Impact Assessment in the UK and Ireland. Terrestrial, Freshwater, Coastal and Marine (CIEEM, 2018).
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022).
- Guidelines for Assessment of Ecological Impacts of National Road Schemes, (TII, 2009).
- Guidelines on Ecological Report Writing. Chartered Institute of Ecology and Environmental Management, Winchester (CIEEM, 2017).



Map Legend

 Study Area

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

Site Location Map

Project Title
**Knocklyon to Ballyboden
Active Travel Scheme**

| Project No. | Drawing No. | Scale |
|-------------|-------------|------------|
| 251045 | Figure 2-1 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |



2. DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Location

The Proposed Development is located in South Dublin, spanning the suburban areas of Firhouse, Ballyboden, and Knocklyon. The primary route of the scheme begins to the west at Firhouse Road and continues through Knocklyon Road, Dargle Wood Park, Templeroan Road, Scholarstown Road, Ballyboden Way and terminates to the east at the junction between Scholarstown and Edmondstown Road. The Active Travel Scheme consists of 4 km of mainline improvements and over 1.5 km of secondary link improvements through residential roads. The scheme will enhance sustainable travel links between these well-established communities and integrate with South Dublin's wider active travel network. The location of the Proposed Development is shown in **Figure 2-1**.

2.2 Characteristics of Proposed Development

2.2.1 Objectives of the Scheme

The purpose of the Active Travel Scheme, as set out by SDCC, is to improve the public realm and create a safer and more attractive environment for residents by implementing traffic calming measures and neighbourhood enhancement. Additionally, the scheme aims to make the area more accessible and liveable by improving pedestrian and cyclist accessibility, linking residential communities in Tallaght, Firhouse, Knocklyon and Ballyboden to trip generators such as schools and educational centres, recreation zones, employment and business hubs, and "third spaces."

There will also be links to the wider active travel network in the county by enhancing walking and cycling facilities. Upgrades will be made to existing junctions along the main route and secondary links, providing segregated cycling facilities through the junctions in addition to enhanced pedestrian crossings.

When the project is delivered, it will enhance the streetscape of the area, provide continuous walking and cycling infrastructure, and improve safety for all road users. The provision of safe, continuous, legible active travel infrastructure will be a catalyst for an increased number of journeys being made by walking, cycling, and public transport by:

- Encouraging modal shift by improving the public realm and fostering a safer, more attractive environment for residents through traffic calming measures and neighbourhood enhancement.
- Encouraging modal shift to walking and cycling as safe and convenient means of making local trips (work, school, college, recreation etc.) and creating a network of high-quality walking and cycling facilities.
- Developing secondary links in the vicinity of the main scheme to increase the usability of the main route by improving access and destination options.
- Improving the landscape along the route to enhance biodiversity and create a more pleasant environment for walking and cycling.
- Installing safe school treatments outside schools to create safe and welcoming environments that encourage walking and cycling to school and promote positive social interaction at the school gate.

- Ensuring the delivery of high-quality linkages between residential areas and key trip attractors (e.g., schools, colleges, sports clubs, shopping centres), as well as other planned and existing cycle and walking routes.
- Reprioritising crossings of side roads by tightening corner radii and providing raised entry treatments that allow for pedestrian and cyclist priority through junctions and encourage slower vehicle speeds.
- Developing signalised junctions that cater for all pedestrian and cyclist movements, providing segregated and kerb-protected cycle facilities along with single-movement pedestrian crossings on each junction arm.
- Upgrading bus stops to limit conflict between pedestrians and cyclists, and between cyclists and stopping buses, by routing cyclists around the bus stop and providing permeability between bus stops and destinations.
- Improving safety for pedestrians and cyclists in accordance with the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS).

2.2.2 Development Description

The primary route of the scheme begins to the west at Firhouse Road and continues through Knocklyon Road, Dargle Wood, Templeroan Road, Scholarstown Road, Ballyboden Way and terminates to the east at the junction between Scholarstown and Edmondstown Road. The Active Travel Scheme consists of 4km of mainline improvements and over 1.5km of secondary link improvements through residential roads.

The design of the scheme adopts the design principles of the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (CDM), following a hierarchy outlined in DMURS that prioritises pedestrians, followed by cyclists, public transport, and lastly private motor vehicles. While the scheme adopts this hierarchy, it also recognises that private car trips remain an essential part of daily life, and therefore, impacts on private car journeys will be minimised as far as practical while still achieving the project objectives.

Segregated cycle lanes with kerb protection will be provided along the majority of the scheme. Existing shared surfaces will be utilised on Knocklyon Road (outside SuperValu) and through Dargle Wood Park. The secondary links will comprise small interventions such as the removal of kissing gates, raised entry treatments with continuous footpaths at side roads, new trees and grass planting, and Safe Routes to School (SRTS) treatments.

It is intended to use shared streets on secondary links. To facilitate this safely, the streets will be designed to ensure the 85th percentile speed limit is below 30 km/h, as per the requirements of the Design Manual for Urban Roads and Streets (DMURS).

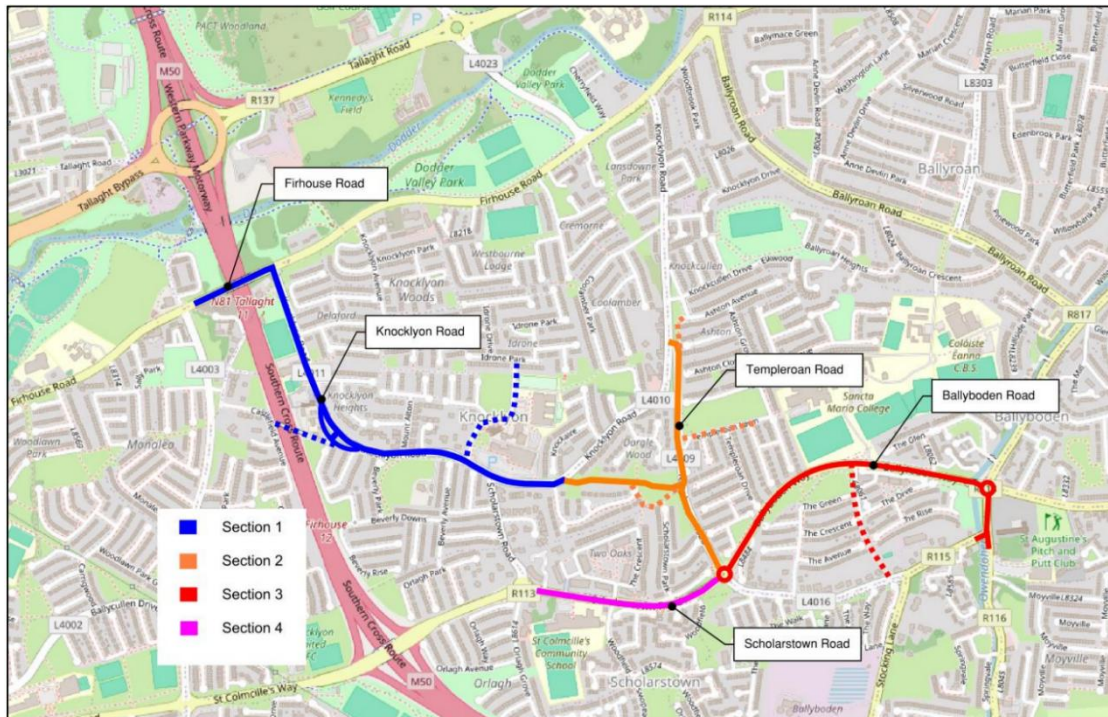


Figure 2-2: Knocklyon to Ballyboden Active and Sustainable Travel Scheme Sections

For the purpose of this report, the route has been divided into several sections, as shown in **Figure 2-2**. The works proposed for each subsection are described in the summary below. Full detail of the proposed works are provided in the General Arrangement Drawings (*O2B-ARU-XX-XX-DR-C-0100*) included in **Appendix 1**.

- **Section 1** – Firhouse Road & Knocklyon Road (between Firhouse Road and Dargle Wood Park)
- **Section 2** – Dargle Wood Park & Templeran Road
- **Section 3** – Ballyboden Way & Ballyboden Road (between Scholarstown Roundabout and Scholarstown Road)
- **Section 4** – Scholarstown Road (between Orlagh Roundabout and Scholarstown Roundabout)

Section 1 – Firhouse Road & Knocklyon Road

This section of the proposed route, between Firhouse Road and Dargle Wood Park, will be upgraded with raised and kerb-protected cycle tracks in both directions, new and improved pedestrian and cyclist crossings, and shared streets in low-traffic environments. At the eastern end of this section, the Active Travel Scheme will connect with the Firhouse Road Active Travel Improvement Scheme, which will be delivered in advance of the Active Travel Scheme. Several secondary links have been identified, creating connections between the mainline, residential streets and local trip attractors.

The M50 bridge has footpaths on both sides, and the existing cycling infrastructure includes an eastbound cycle track adjacent to and level with the footpath. The current westbound cycling provision consists of on-road mandatory cycle lanes, which terminate at the approach to the bridge, requiring cyclists to share space with buses.

To provide continuous cycle tracks along the M50 bridge in both directions, the carriageway lane width will be reduced to a maximum of 3.0 m. The reclaimed space will be used to provide 1.5 m cycle tracks and 1.8 m footpaths where site constraints do not allow wider dimensions.

The T-junction connecting Firhouse Road with Knocklyon Road currently has limited cycling infrastructure. It will be upgraded to a protected T-junction with segregated and protected crossings for cyclists and pedestrians.

The proposed scheme will retain the existing footpaths on Knocklyon Road and provide kerb-protected and raised cycle tracks in both directions between Firhouse Road and the existing shared space outside Knocklyon Shopping Centre. The minimum cycle track width is 1.5 m at constrained locations such as the M50 bridge. Where feasible, a 2.0 m width will be provided. At locations where residential boundaries or mature trees constrain available space, widths will be adjusted accordingly.

Carriageway lanes will be reduced to 3.0 m along Knocklyon Road. This reduction allows improvements to walking and cycling facilities and encourages reduced vehicular speeds. Safe Routes to School (SRTS) design principles will be applied outside Gaelscoil Chnoc Liamhna. The existing school set-down will be relocated approximately 100 m north of its current location, pencil bollards will be installed along the full school zone, and high-friction surfacing will be provided at crossing approaches. The existing uncontrolled crossing will be upgraded to a raised zebra crossing with Belisha beacons.

On Idrone Avenue outside St. Colmcille's Senior and Junior National Schools, SRTS treatments will also be implemented. The carriageway will be narrowed to 6.0 m, and the reclaimed space will be used to widen the footpath on the eastern side. Existing crossings will be upgraded: the warden crossing south of Knocklyon Grove will become a raised zebra crossing, and the crossing between the school and the green area opposite will also be upgraded to a zebra crossing. A new 3.0 m shared surface will link the school to the laneway at the top of Knocklyon Grove.

Section 2 – Dargle Wood Park & Templeroan Road

The existing route through Dargle Wood Park consists of a paved footpath. To provide a safe and accessible link between Knocklyon Road and Ballyboden, this route will be upgraded to a 3.0 m wide shared space for pedestrians and cyclists. Kissing gates at both ends will be removed to improve accessibility. A new 3.0 m shared surface will be provided between the main park route, Scholarstown Park, and the Two Oaks development, following an existing desire line.

Currently, Templeroan Road has no formal cycling provision and limited pedestrian crossing facilities. Cyclists must share the carriageway or use the footpath, and side roads have large corner radii, contributing to higher vehicle speeds. The scheme proposes reducing Templeroan Road to 6.0 m (3.0 m per lane) and using the reclaimed space to provide a protected two-way cycle track on the eastern side. As the existing road is 9.0 m wide, a 3.0 m cycle track (including protection kerb) can be constructed while retaining existing kerb lines. This approach preserves drainage infrastructure and avoids tree removal.

The junction between Templeroan Road and Templeroan Lawn will be upgraded to a signalised junction with a new parallel crossing across Templeroan Lawn and a 3.0 m crossing across Templeroan Road, linking to Santa Maria College and nearby estates. Corner radii will be tightened, and raised crossings installed along side roads between the new signalised crossing and Santa Maria College.

North of Templeroan Road, the two-way cycle track and footpath will merge into a 3.0m shared surface connecting Templeroan Road with Ashton Avenue and Knockcullen Rise. Segregated pedestrian and cycle crossings will be provided between the two-way cycle track and Dargle Wood Park. To the south, the cycle track will connect into the proposed protected roundabout.

All existing crossing facilities will be retained or upgraded, and side roads will incorporate speed-reduction measures such as continuous raised crossings.

Section 3 – Ballyboden Way & Ballyboden Road

The section of Ballyboden Way consists of a 9.0 m carriageway with adjacent parallel footpath and cycle track, separated from the carriageway by a landscaped verge. The combined path width varies between 2–3 m and is affected in places by hedge overgrowth. Active travel infrastructure at the roundabouts is limited: Scholarstown Road roundabout has unprotected on-road cycle lanes, and Taylor's Lane roundabout has no cycling facilities. Both were designed for high-speed vehicle movement.

As part of the scheme, both roundabouts will be upgraded to protected roundabouts with pedestrian and cyclist priority. The available space enables adaptation of the CDM standard detail (TL701) to a more cost-effective layout while maintaining safety and continuity. Narrower carriageways and tighter radii will reduce vehicle speeds. Retaining much of the existing road surface will reduce construction cost and disruption.

Carriageway width on Ballyboden Way will be reduced to 6.0 m (3.0 m per lane). The reclaimed space will accommodate a 3.0 m westbound bus lane for approximately 150 m between Scholarstown Road roundabout and bus stop 7446, and an eastbound bus lane for approximately 650 m between bus stop 7446 and the Taylor's Lane roundabout. Bus lane placement has been informed by observed delays to bus operations.

The existing parallel cycle track and footpath will be retained and tied into the new protected roundabout layouts. Local vegetation clearance will restore full cycle track width. A raised delineator kerb will be installed between the footpath and cycle track at conflict points to aid visually impaired users.

Bus stops along Ballyboden Way will be upgraded with clear delineation between the cycle track and shared boarding areas, using pavement changes, markings, and tactile paving. Stops 7443 and 7446 will be relocated by approximately 15m to accommodate the bus lane transition and a proposed signalised crossing. Bus stop 7442 will be removed, with route 15B instead serving stops 7974 and 7909.

Two new permeability links will be created between Ballyboden Way and The Lawn, Boden Park, and Templeroan Green to improve access to bus routes and the walking/cycling network. A pedestrian crossing will be introduced between bus stops 7443 and 7446.

Additionally, a secondary link was identified, which will create an active travel link between Ballyboden Way and Scholarstown Road through Boden Park Green, along an existing route. The works associated with establishing this secondary link would include new crossings and the widening of existing footpaths to 3.0 m to create a shared space.

On Ballyboden Road, existing on-road mandatory cycle lanes will be replaced with 2.0 m raised and kerb-protected cycle tracks. The carriageway will be reduced to 6.0m (3.0 m per lane) and the existing grass verge removed to accommodate the cycle tracks.

The junction of Ballyboden Road and Scholarstown Road will be upgraded to a fully signal-controlled protected junction, incorporating access to the proposed residential development at Taylors Lane and Edmondstown Road.

Section 4 – Scholarstown Road

Limited interventions are proposed for Scholarstown Road due to recently constructed infrastructure at the Two Oaks development. Approximately 200 m of roadway between the roundabout and the existing shared surface will be modified to include 2.0 m raised and kerb-protected cycle tracks in both directions. The carriageway will be reduced to 6.0 m (3.0 m per lane).

The existing bus stop will be upgraded to include a cycle bypass, and new shelters will be installed at each stop. A 2.4 m signal-controlled crossing will also be provided to create a formal link between the two bus stops.

At the western end of Scholarstown Road, near Orlagh roundabout, raised crossings with continuous footpath surfaces will be provided at access roads to create a seamless link between the Two Oaks shared surface and Orlagh roundabout.

2.2.3 Landscape and Public Realm

Overview of Landscaping and Urban Realm

One of the key objectives of the Active Travel Scheme is to create an attractive environment for residents and make the area more accessible and liveable. Enhancements to the public realm and landscape along the scheme will play a crucial role in achieving these goals, helping to create a balanced streetscape that encourages active modes of transport.

As part of the Part VIII planning application, several placemaking locations have been identified and will be further developed in the next design stage. These interventions will incorporate materials that stand out from standard road infrastructure, along with new planting, trees, and Sustainable Urban Drainage (SuDS) features to improve ambience and enhance the overall character of the area.

General landscape improvements will be implemented throughout the scheme, with several specific focus areas described below.

Access to the M50 Pedestrian Bridge Laneway from Knockfield Manor

- The roadway at Knockfield Manor will be narrowed, with the reclaimed space used to widen the adjacent footpath.
- A section of the laneway will be treated with resin-bound gravel or a similar material to distinguish it from the main road and to signal to drivers that it is a shared space.
- Low-level lighting will be included along the laneway to improve safety and accessibility.
- Access to the laneway and adjacent properties will be facilitated through a dropped kerb, allowing vehicles to mount the footpath before entering the lane.
- Natural boulders will be positioned to delineate vehicular access, prevent parking on the footpath, and provide informal seating opportunities.

Access to Dargle Wood Park from Knocklyon Road and Templeroan Road

- Access to Dargle Wood Park from both Knocklyon Road and Templeroan Road will be modified to provide a more cycle-friendly arrangement.
- The existing kissing gate will be removed and replaced with a new opening in the boundary wall.
- Existing stonework and steelwork will be modified to accommodate the upgraded layout.
- A pedestrian guardrail or stone-clad baffle wall will be set back from the wall opening, helping to slow cyclists as they approach while maintaining seamless and unobstructed access. This concept design will be further developed in the next design stage.

Tree Planting in Dargle Wood Park and Along the Scheme

- **64 cherry trees** (*Prunus accolade*) are proposed along both sides of the shared path through Dargle Wood Park, contributing to biodiversity and enhancing the visual character of the area.

- **67 street trees** will be planted along various roadway sections to complement the existing environment, improve local biodiversity, and create a sense of enclosure that encourages lower driving speeds.
- **A total of 131 trees** will be planted across the scheme. Full locations and species details are provided in the General Arrangement Drawings (*O2B-ARU-XX-XX-DR-C-0100*) included in **Appendix 1**.

Grassland Adjacent to Knockcullen Rise

- A raingarden is proposed on the grassed area between Knockcullen Rise and Knocklyon Road.
- The raingarden will function as a SuDS feature, providing an attractive, low-maintenance system for managing rainwater.
- The feature will slow stormwater runoff, allowing natural infiltration into the ground.
- It will enhance local biodiversity by creating habitats for wildlife.
- Opportunities for additional planting and seating will also be explored.

Taylor's Lane Roundabout

- The proposed concept landscape design will complement and integrate with the planned landscape design for the adjacent housing development.
- Native trees with clear stems will be introduced to maintain visibility while providing greenery.
- Opportunities for SuDS features will be incorporated, using water-tolerant native herbaceous species and suitable tree planting.
- Landscape mounding will be used to provide a visual buffer from the road, planted with native seed mixes or herbaceous perennials.
- Public realm enhancements will include seating opportunities and contribute to the overall attractiveness of the area.

Hedgerows along Ballyboden Way and Proposed Pedestrian Links

As part of the proposed Active Travel Scheme, sections of hedgerow along Ballyboden Way will be selectively cut back to facilitate the provision of the cycle path. In this location, existing hedgerows are overgrown and encroach onto the current footpaths. Where required, hedgerows will be trimmed back to the original footpath boundaries. These works constitute routine maintenance and will be limited to the pruning of lateral growth. No removal of hedgerow trees is proposed.

In addition, limited sections of hedgerow will be removed at the two proposed connections between Ballyboden Way and Templeroan Avenue, and between Ballyboden Way and The Lawn, Boden Park, to facilitate the provision of new pedestrian linkages. This will result in the removal of approximately 4 m of hedgerow at each location.

An overgrown *Hypericum* hedgerow located along the verge between the carriageway and the cycle path on the northern side of Ballyboden Way will also be trimmed in both height and width. The hedgerow is currently approximately 2 m in height and will be reduced to approximately 1 m to improve visibility and sightlines along the adjacent cycle lane.

Any hedgerow enhancement or replanting will utilise native, pollinator-friendly species.

Arboricultural Assessment & New Tree Planting

An Arboricultural Assessment Report was prepared based on a detailed tree survey along the proposed route, following the requirements of *BS5837:2012 Trees in relation to design, demolition and*

construction – Recommendations. The assessment was completed for the Old Bawn to Ballyboden Active Travel Scheme, which comprises three projects described in Section 1.1 of this report.

The report documents the nature, quality, and condition of existing trees along and adjacent to the route, identifies potential impacts of the proposed works, and recommends which trees should be removed or protected. It also identifies trees that require protection during construction and details appropriate mitigation measures.

The assessment concluded that many ash trees along the route show symptoms of ash dieback (*Hymenoscyphus fraxineus*), while some elm trees show symptoms of Dutch elm disease. Within the Knocklyon to Ballyboden Active and Sustainable Travel Scheme area, 20 trees are expected to deteriorate due to disease and are recommended for removal. An additional 31 trees were originally identified for removal due to their proximity to the works.

Since the assessment was completed, the design has been revised to incorporate updated standards and reduce the impact on existing trees. As a result, **24 of the 31 trees previously proposed for removal will be retained.** In total:

- **10 trees** will be removed due to construction impacts
- **20 trees** will be removed due to disease
- **133 new trees** will be planted along the route
- This results in a **net increase of 103 trees.**

3.

METHODOLOGY

The following sections describe the methodologies followed to establish the baseline ecological condition of the Proposed Development site and the surrounding area. Assessing the impacts of any project and associated activities requires an understanding of the ecological baseline conditions prior to and at the time of the project proceeding. Ecological Baseline conditions are those existing in the absence of proposed activities (CIEEM, 2018).

3.1

Desk Study

A comprehensive desk study was undertaken to inform this ecological impact assessment. This study includes a thorough review of available information that is relevant to the ecology of the site of the Proposed Development. This information provides valuable existing data and also helps in assessing the requirement for additional ecological surveys.

The following list describes the sources of data consulted:

- Review of online web-mappers: National Parks and Wildlife Service (NPWS), Environmental Protection Agency (EPA)
- NPWS records (data request)
- Review of the Bat Conservation Ireland (BCI) Private Database
- Review of the publicly available National Biodiversity Data Centre web-mapper
- Records from the NPWS web-mapper and review of specially requested records from the NPWS Rare and Protected Species Database for the hectads which overlap with the study area
- Review of Ecological Impact Assessment Report: Tallaght to Knocklyon Cycle Route, *JBA Ltd.*, 2022 (unpublished)
- Review of Appropriate Assessment Screening Report: Tallaght to Knocklyon Cycle Route, *JBA Ltd.*, 2021 (unpublished)
- Review of Appropriate Assessment Report: Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme, (*Bus Connects*), *Scott Cawley Ltd.*, 2022
- Review of Appropriate Assessment Report: Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme, (*Bus Connects*), *Scott Cawley Ltd.*, 2022

3.1.1

Designated Sites

3.1.1.1

Identification of the Designated Sites within the Likely Zone of Influence (Zol) of the Proposed Development

The potential for the Proposed Development to impact on sites that are designated for nature conservation was considered in this EcIA.

Special Areas of Conservation (SACs) and Special Protection Areas for Birds (SPAs) are designated under the EU Habitats Directive and EU Birds Directive, respectively and are collectively known as 'European Sites'. The potential for significant effects and/or adverse impacts on the integrity of European Sites is fully assessed in the AA Screening Report that accompanies this application.

Natural Heritage Areas (NHAs) are designated under Section 18 the Wildlife (Amendment) Act 2000 and their management and protection is provided for by this legislation and planning policy.

Proposed Natural Heritage Areas (pNHAs) were designated on a non-statutory basis in 1995 but have not since been statutorily proposed or designated. However, the potential for effects on these designated sites is fully considered in this assessment.

The following methodology was used to establish which sites, that are designated for nature conservation, have the potential to be impacted by the Proposed Development:

- > All designated sites within the vicinity of the Proposed development site were identified. In addition, the potential for connectivity with European or Nationally designated sites at greater distances from the Proposed development site was also considered in this initial assessment.
- > The designation features of these sites, as per the NPWS website (www.npws.ie), were consulted and reviewed at the time of preparing this report.
- > Where a potential source-pathway-receptor chain for Significant Effect is identified, the site is included within the Likely Zone of Influence (ZoI) and further assessment is required.

3.2 Field Surveys

3.2.1 Multi-disciplinary ecological walkover surveys

A multi-disciplinary ecological walkover survey of the entire site was undertaken by David Mesarcik of MKO on the 18th and 19th of November 2025, in accordance with TII Guidelines on Ecological Surveying Techniques for Protected Flora and Fauna on National Road Schemes (TII, 2008). This survey provided baseline data on the ecology of the study area. Walkover surveys are designed to detect the presence or suitable habitat for a range of protected faunal species that may occur in the vicinity of the Proposed Development.

Habitats were classified in accordance with the Heritage Council's '*Guide to Habitats in Ireland*' (Fossitt, 2000). Habitat mapping was undertaken with regard to guidance set out in '*Best Practice Guidance for Habitat Survey and Mapping*' (Smith et al., 2011).

During the multidisciplinary surveys, a search for Invasive Alien Species (IAS), with a focus on those listed under the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2015) or under the First Schedule of the European Union (Invasive Alien Species) Regulations 2024 (S.I. No 374 of 2024), was also conducted.

The study area was also assessed for its suitability to support roosting, foraging, and/or commuting bats during the walkover survey. Connectivity with the wider landscape was also considered. Suitability was assessed according to the protocol set out in *BCT Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th ed.)* (Collins, 2023). The survey aimed to identify if the study area provided suitable habitat for bats and to guide further survey efforts. The grading protocol, subdivided into *None*, *Negligible*, *Low*, *Moderate*, and *High*, is described fully in **Table 3-1** below.

Preliminary Bat Roost Assessments were carried out to assess the bat roost potential of trees proposed for removal as part of the proposed Active Travel Scheme. Trees were visually assessed from ground level, for natural features of high value to roosting bats, including knot holes, trunk hollows, splits/cracks in branches and areas of flaking bark and also for signs indicating possible bat use including droppings, staining and scratching of bark and any other potential roost features (PRFs) identified by Andrews (2018). Suitability for roosting was assessed according to Collins (2023) as outlined below.

PRFs in trees were either categorised as PRF-Is; those features that are only suitable for individual bats or very small numbers of bats either due to size or lack of suitable surrounding habitats; or PRF-Ms; features that could support multiple bats and may therefore be used as maternity colonies.

Table 3-1 Protocol for assessing the suitability of habitats within the Proposed Development site for bats (abridged, Collins, 2023).

| Suitability | Roosting Habitats | Commuting and Foraging Habitats |
|-------------------|---|---|
| None | No habitat features on site likely to be used by any roosting bats at any time of the year. (i.e. a complete absence of crevices/suitable shelter at all ground/ underground levels). | No habitat features on site likely to be used by any commuting or foraging bats at any time of the year (i.e. no habitats that provide continuous lines of shade/ protection for flight-lines, or generate/ shelter insect populations available to foraging bats). |
| Negligible | Negligible habitat features on site likely to be used by roosting bats; however, a small element of uncertainty remains as bats can use small and apparently unsuitable features on occasion. | No obvious habitat features on site likely to be used as flight-paths or by foraging bats; however, a small element of uncertainty remains in order to account for non-standard bat behaviour. |
| Low | A structure with one or more potential roost sites that could be used by individual bats opportunistically at any time of the year. However, these potential roost sites do not provide enough space, shelter, protection, appropriate conditions and/or suitable surrounding habitat to be used on a regular basis or by larger numbers of bats, i.e. unlikely to be suitable for maternity and not a classic cool/stable hibernation site but could be used by individual hibernating bats. | Habitat that could be used by small numbers of bats as flight-paths such as a gappy hedgerow or un-vegetated stream, but isolated, i.e. not very well connected to the surrounding landscape by other habitat. Suitable, but isolated habitat that could be used by small numbers of foraging bats such as a lone tree (not in a parkland situation) or a patch of scrub. |
| Moderate | A structure with one or more potential roost sites that could be used by bats due to their size, shelter, protection, conditions and surrounding habitat but unlikely to support a roost of high conservation status (with respect to roost type only, such as maternity and hibernation - the categorisation described in this table is made irrespective of species conservation status, which is established after presence is confirmed). | Continuous habitat connected to the wider landscape that could be used by bats for flight paths such as lines of trees and scrub or linked back gardens. Habitat that is connected to the wider landscape that could be used by bats for foraging such as trees, scrub, grassland or water. |
| High | A structure with one or potential roost sites that are obviously suitable for use by larger numbers of bats on a more regular basis and potentially for longer periods of time due to their size, shelter, protection, conditions, and surrounding habitat. These structures have the potential to support high conservation status which is established after presence is confirmed. | Continuous, high-quality habitat that is well connected to the wider landscape that is likely to be used regularly by bats for flight paths such as river valleys, streams, hedgerows, lines of trees and woodland edge. High-quality habitat that is well connected to the wider landscape that is likely to be used regularly by foraging bats such as broadleaved woodland, tree-lined watercourses and grazed parkland. Site is close to and connected to known roosts. |

3.3 Methodology for Assessment of Impacts and Effects

3.3.1 Determining Importance of Ecological Receptors

The importance of the ecological features identified within the study area was determined with reference to a defined geographical context. This was undertaken following a methodology that is set out in Chapter 3 of the ‘Guidelines for Assessment of Ecological Impacts of National Roads Schemes’ (TII, 2009). These guidelines set out the context for the determination of value on a geographic basis, with a hierarchy assigned in relation to the importance of any particular receptor. The guidelines provide a basis for the determination of whether any particular receptor is of importance on the following scales:

- International
- National
- County
- Local Importance (Higher Value)
- Local Importance (Lower Value)

The Guidelines clearly set out the criteria by which each geographic level of importance can be assigned. Locally Important (lower value) receptors contain habitats and species that are widespread and of low ecological significance, and of any importance only in the local area. Internationally Important sites are either designated for conservation as part of the Natura 2000 Network (SAC or SPA) or provide the best examples of habitats or internationally important populations of protected flora and fauna. Specific criteria for assigning each of the other levels of importance are set out in the guidelines and have been followed in this assessment. Where appropriate, the geographic frame of reference set out above was adapted to suit local circumstances. In addition, and where appropriate, the conservation status of habitats and species is considered when determining the significance of ecological receptors.

Any ecological receptors that are determined to be of Local Importance (Higher Value), County, National or International importance following the criteria set out in TII (2009) are considered to be Key Ecological Receptors (KERs) for the purposes of ecological impact assessment if there is a pathway for effects thereon. Any receptors that are determined to be of Local Importance (Lower Value) are not considered to be Key Ecological Receptors.

3.3.2 Characterisation of Impacts and Effects

The Proposed Development will result in a number of impacts. The ecological effects of these impacts are characterised as per the CIEEM ‘Guidelines for Ecological Impact Assessment in the UK and Ireland (2018). The headings under which the impacts are characterised follow those listed in the guidance document and are applied where relevant. A summary of the impact characteristics considered in the assessment is provided below:

- **Positive or Negative.** Assessment of whether the Proposed Development result in a positive or negative effect on the ecological receptor.
- **Extent.** Description of the spatial area over which the effect has the potential to occur.
- **Magnitude** to size, amount, intensity and volume. It should be quantified if possible and expressed in absolute or relative terms e.g. the amount of habitat lost, percentage change to habitat area, percentage decline in a species population.
- **Duration** is defined in relation to ecological characteristics (such as the lifecycle of a species) as well as human timeframes. For example, five years, which might seem short-term in the human context or that of other long-lived species, would span at least five generations of some invertebrate species.

- **Frequency and Timing.** This relates to the number of times that an impact occurs and its frequency. A small-scale impact can have a significant effect if it is repeated on numerous occasions over a long period.
- **Reversibility.** This is a consideration of whether an effect is reversible within a ‘reasonable’ timescale. What is considered to be a reasonable timescale can vary between receptors and is justified where appropriate in the impact assessment section of this report.

3.3.3 Determining the Significance of Effects

The ecological significance of the effects of the Proposed Development are determined following the precautionary principle and in accordance with the methodology set out in Section 5 of CIEEM (2018).

For the purpose of EcIA, ‘significant effect’ is an effect that either supports or undermines biodiversity conservation objectives for ‘important ecological features’ or for biodiversity in general. Conservation objectives may be specific (e.g. for a designated site) or broad (e.g. national/local nature conservation policy) or more wide-ranging (enhancement of biodiversity). Effects can be considered significant at a wide range of scales from international to local (CIEEM, 2018).

When determining significance, consideration is given to whether:

- Any processes or key characteristics of key ecological receptors will be removed or changed.
- There will be an effect on the nature, extent, structure and function of important ecological features.
- There is an effect on the average population size and viability of ecologically important species.
- There is an effect on the conservation status of important ecological habitats and species.

The EPA *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports* (EPA, 2022) and the *Guidelines for assessment of Ecological Impacts of National Road Schemes*, (TII, 2009) were also considered when determining significance.

3.4 Limitations

The information provided in this document accurately and comprehensively describes the baseline ecological environment and provides an accurate prediction of the likely impacts of the Proposed Development on biodiversity, and on any Designated Sites. Ecological surveys were undertaken at the site outside the optimal survey season for botanical assessments and outside the bird breeding season; however, this is not considered to have resulted in limitations to the assessment, due to the nature of the site, which consists of highly urbanised areas along roadsides in South Dublin County, and the scale of the Proposed Development, which is retaining the ecological function of the site. No significant limitations in the scope, scale or context of the assessment have been identified.

4. DESK STUDY

4.1 Hydrological Desk Study

4.1.1 EPA Water Quality Data

The EPA web-mapper¹ was consulted on the 11th November 2025 regarding the water quality and status of waterbodies that are located downstream of the Proposed Development site.

The proposed Active Travel Scheme is situated entirely within the WFD Catchment 09, Liffey and Dublin Bay³. The site is located in the Dodder_SC_010 sub-catchment. Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains, which ultimately discharge into the River Dodder (IE_EA_09D010620).

The Active Travel Scheme crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast, along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder, which flows roughly parallel to the proposed site. The Orlagh Stream is culverted under the M50 motorway, and two existing bridges, which form part of the proposed scheme, cross the Owenadoher River, at Ballyboden Way and Scholarstown Road. The River Dodder flows closest to the proposed scheme at the northwest section along Firhouse Rd, (Approx 140m).

The Water Framework Directive (WFD) Transitional Waterbody risk score for the section of Liffey and Dublin Bay closest to the development site, known as Liffey Estuary Lower, has been assessed as “Intermediate”.

The site is located within the Dublin (IE_EA_G_008) groundwater catchment. The Water Framework Directive (WFD) Groundwater Monitoring Programme (2019-2024) assigned the groundwater catchment as having ‘good’ status.

The Biotic Index of Water Quality (BIWQ) was developed in Ireland by the Environmental Protection Agency (EPA). Q-values are assigned using a combination of habitat characteristics and structure if the macro-invertebrate community within the waterbody. Individual macro-invertebrate families are classified according to their sensitivity to organic pollution, and the Q-value is assessed based primarily on their relative abundance within a sample. The EPA sampling station result provides a baseline against which any water quality changes occurring in the future can be measured. Q-values of downstream monitoring stations of the study area were available for the Owenadoher River, and the River Dodder, and are presented in **Table 4-1** below.

Table 4-1: Q-values at downstream monitoring stations for the Owenadoher and River Dodder

| River Waterbody | Monitoring Station | Year | River/ Stream section | Q values with Status |
|------------------|---|------|-----------------------|----------------------|
| Owenadoher River | Scholarstown Road Br, (RS09O011300) | 2010 | Owenadoher_010 | 4, Good |
| | Br u/s Dodder R confl, (RS09O011700) | 2022 | Owenadoher_010 | 3-4, Moderate |
| River Dodder | Dodder - Footbridge Firhouse (Balroth Weir) (RS09D010400) | 1984 | Dodder_050 | 3-4, Moderate |

¹ <https://gis.epa.ie/EPAMaps/>

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|--|---|------|------------|--------------|
| | New Br, Firhouse (RS09D010420) | 1998 | Dodder_050 | 4, Good |
| | Dodder - New Br u/s Templeogue Br (RS09D010430) | 2002 | Dodder_050 | 3, Poor |
| | Dodder - Templeogue Br (RS09D010500) | 1991 | Dodder_050 | 3, Poor |
| | Dodder - Springfield Crescent (RS09D010600) | 1988 | Dodder_050 | 2-3, Poor |
| | Br on Springfield Ave (RS09D010620) | 2022 | Dodder_050 | 3-4 Moderate |
| | Dodder - Dodder Rd d/s Weir (RS09D010700) | 1991 | Dodder_050 | 2-3, Poor |

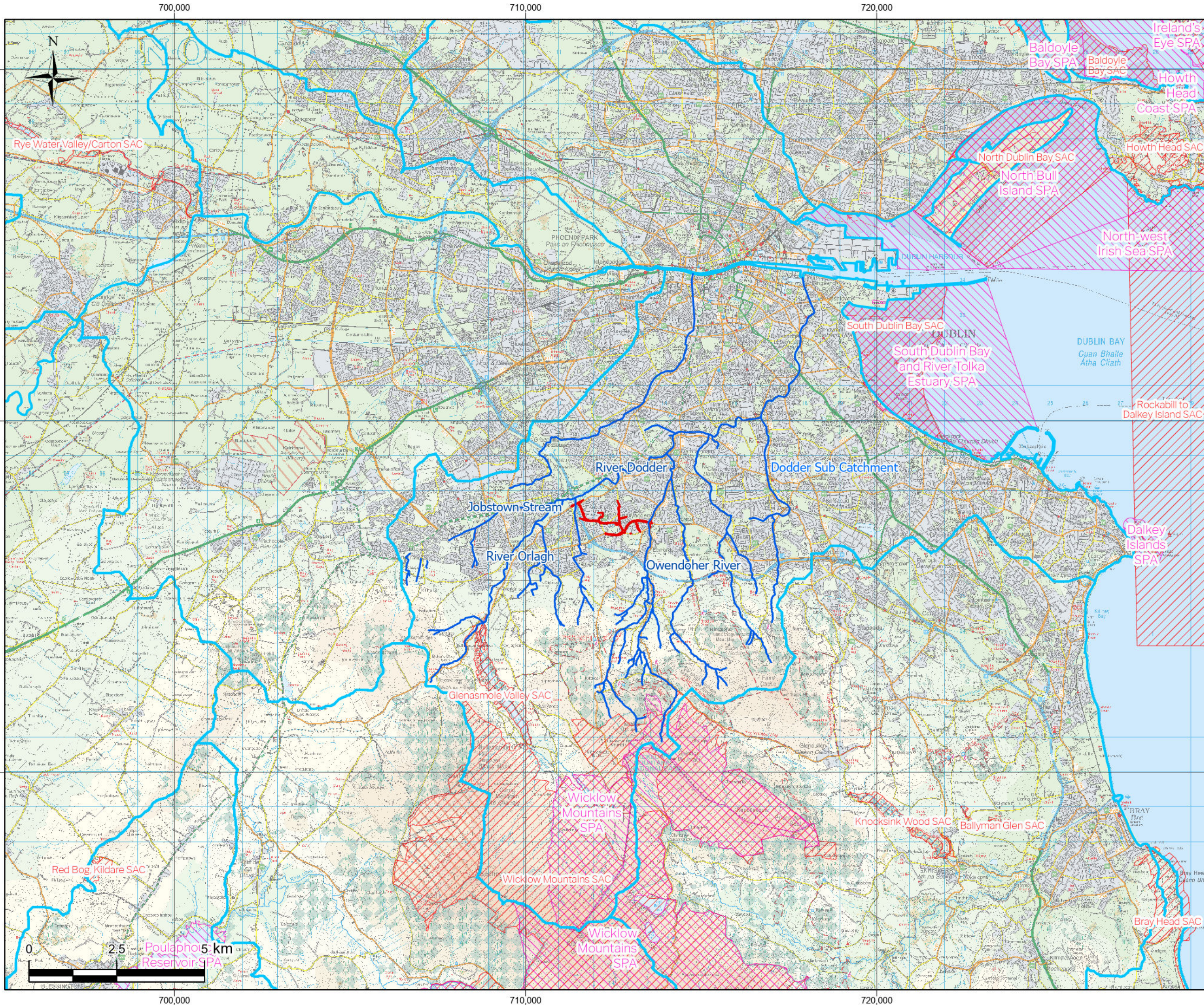
4.2 Designated Sites

The location of the site of the proposed Active Travel Scheme in relation to European Sites is provided in **Figure 4-1**. The location of the site of the proposed Active Travel Scheme in relation to National Sites is provided in **Figure 4-2**.

The following methodology was used to establish which sites, that are designated for nature conservation, have the potential to be impacted by the proposed Active Travel Scheme:

- Initially, the most up-to-date GIS spatial datasets for Nationally designated sites and water catchments were downloaded from the NPWS website (www.npws.ie) and the EPA website (www.epa.ie). The datasets were utilised to identify Designated Sites which could feasibly be affected by the proposed Active Travel Scheme.
- All Nationally Designated Sites that could potentially be affected were identified using a source-pathway-receptor model.
- Catchment mapping was used to establish or discount potential hydrological connectivity between the site of the proposed Active Travel Scheme and any Designated Sites.
- **Table 4-2** provides details of all relevant Nationally Designated Sites as identified in the preceding steps and assesses which are within the likely Zone of Influence.
- The site synopses and main reasons for designation of these sites, as per the NPWS website (www.npws.ie), were consulted where available.

All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme. No potential for Likely Significant Effects (LSEs) on any European site was identified as a result of the scheme, as concluded in the accompanying AASR.



- Map Legend
- Study Area
 - Special Protection Areas
 - Special Area of Conservation
 - WFD Rivers
 - WFD Sub Catchments

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



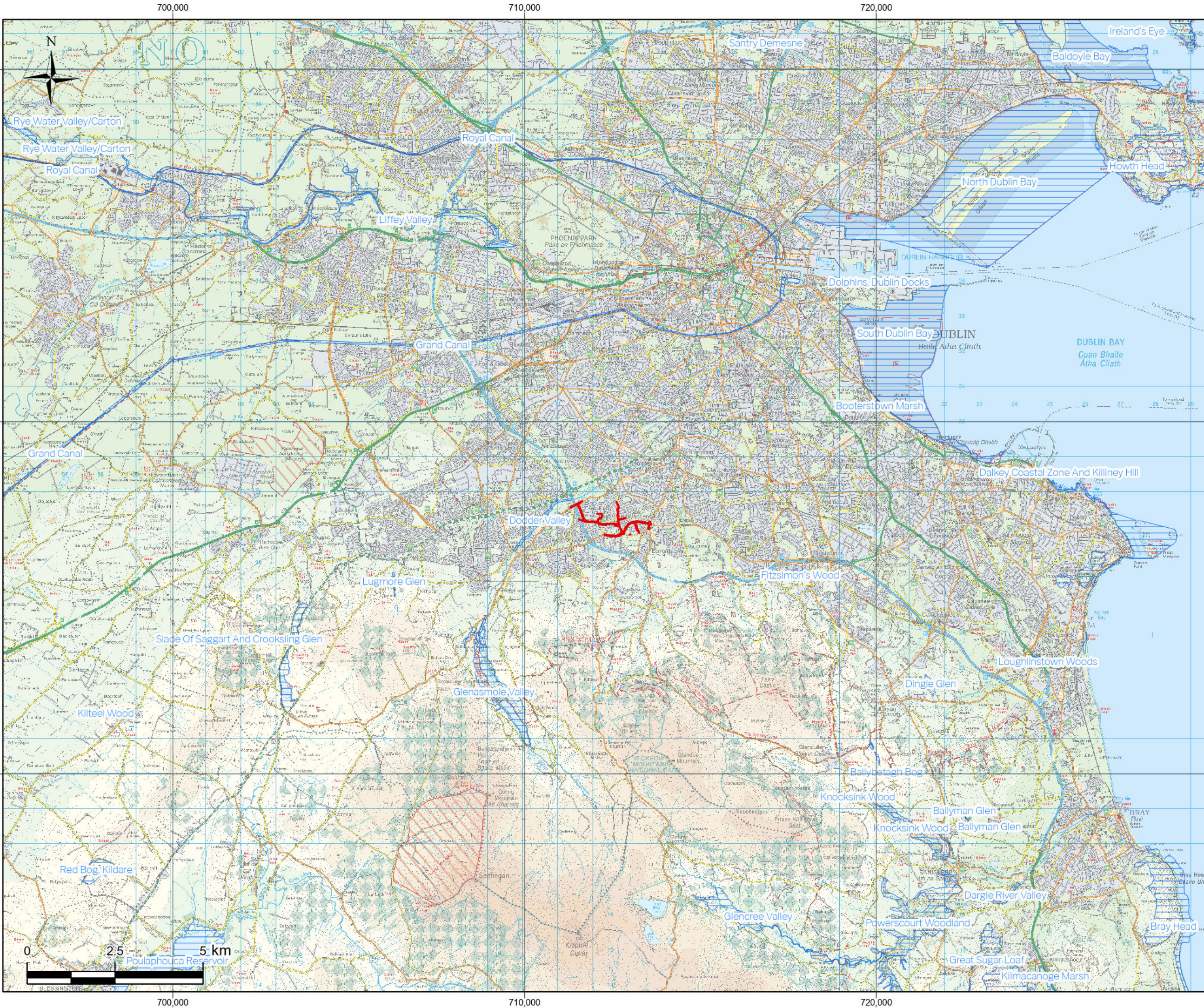
SITE LOCATION - NOT TO SCALE

European Designated Sites within the Vicinity of the Site

Knocklyon to Ballyboden Active Travel Scheme

| | | |
|-------------|-------------|------------|
| Project No. | Drawing No. | Scale |
| 251045 | Figure 4-1 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |





Map Legend

- Study Area
- Proposed Natural Heritage Areas

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

Nationally Designated Sites within the Vicinity of the Site

Project Title
Knocklyon to Ballyboden Active Travel Scheme

| Project No. | Drawing No. | Scale |
|-------------|-------------|------------|
| 251045 | Figure 4-2 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |

Email: info@mkofireland.ie Website: www.mkofireland.ie

Table 4-2: Identification of Nationally Designated sites within the Likely Zone of Influence

| Designated Sites and distance from Proposed Development | Likely Zone of Impact Determination |
|---|---|
| Proposed Natural Heritage Areas (pNHA) | |
| <p>Dodder Valley pNHA [000991]</p> <p>Approx. distance 171.00 m</p> <p>This pNHA represents the last remaining stretch of natural riverbank vegetation on the River Dodder in the built-up Greater Dublin Area and is designated on account of the riparian woodland, grassland habitats and pond which adjoin the river and the plant and bird species they support.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA as it is located upstream to the proposed Active Travel Scheme. The pNHA is located within the same groundwater catchment as the site, however, due to the nature and scale of the proposed works, which are limited to works on existing road infrastructure, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Glenasmole Valley pNHA [001209]</p> <p>Approx. distance: 3.89 km</p> <p>Glenasmole Valley pNHA overlaps with the European Designated Site Glenasmole Valley SAC [001209]. The site is considered to be likely designated for the same Annex I habitats as the SAC: calcareous grassland, <i>Molinia</i> meadows and petrifying springs. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR), which</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on this pNHA, including the fauna species for which it is designated. No surface water connectivity exists from the site of the Proposed Development to the pNHA. The pNHA is located within the same groundwater catchment as the site, however, due to the nature and scale of the proposed works, which are limited to works on existing road infrastructure, no impacts on groundwater quality are anticipated. This pNHA is designated for otter, and the site lies within the species' known foraging range (Marnell et al., 2011). However, the habitats recorded within the proposed Active Travel Scheme boundary are not considered suitable to support otter. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |

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| <p>accompanies the planning application for the proposed Active Travel Scheme. Areas of semi-natural woodland also occur within the site and it supports a number of rare and protected species, including a range of bat species, otter and kingfisher.</p> | |
| <p>Fitzsimon's Woods pNHA [001753]</p> <p>Approx. distance: 4.24 km</p> <p>Fitzsimon's Wood pNHA is designated for the presence of old oak woodland habitat. Marshy areas are also present within the woodland.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. The pNHA is located within the same groundwater catchment as the site, however, due to the nature and scale of the proposed works, which are limited to works on existing road infrastructure, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Grand Canal pNHA [002104]</p> <p>Approx. distance: 5.03 km</p> <p>Grand Canal pNHA is designated for the diversity of species it supports along its linear length, including otter, opposite-leaved pondweed, smooth newt and habitats such as hedgerow, tall herbs, calcareous grassland, reed fringe, open water, scrub and woodland.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. The pNHA is located within the same groundwater catchment as the site, however, due to the nature and scale of the proposed works, which are limited to works on existing road infrastructure, no impacts on groundwater quality are anticipated. This pNHA is designated for otter, and the site lies within the species' known foraging range (Marnell et al., 2011). However, the habitats recorded within the proposed Active Travel Scheme boundary are not considered suitable to support otter. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development, and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> |

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| | Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required. |
| <p>Lugmore Glen pNHA [001212]</p> <p>Approx. distance: 5.34 km</p> <p>Lugmore Glen pNHA is designated for the presence of a semi-natural woodland within a narrow valley cut in glacial drift, which is rare in the surrounding landscape in Co. Dublin. It is considered to be a fine example of a wooded glen with a good representation of woodland plants.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>The site is designated for woodland habitat, therefore due to the intervening distance there is no potential for indirect effects on this pNHA. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Boosterstown Marsh pNHA [001205]</p> <p>Approx. distance 7.18 km</p> <p>Boosterstown Marsh pNHA is designated for the presence of saltmarsh habitat and for a range of waders and gulls, as well as kingfisher. The pNHA overlaps with South Dublin Bay and River Tolka Estuary SPA [004024], which is also designated for a range of waders and gull species. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay: the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast along Edmondstown Rd. The intervening hydrological distance between these crossing points and the downstream environment in Dublin Bay is approximately 10.9km. In addition, the pNHA is located within the same groundwater catchment as the site, which drains into Dublin Bay.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder (IE_EA_09D010620); as such, indirect connectivity with the pNHA exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no potential for significant effects on water quality is anticipated.</p> <p>The proposed development site does not provide suitable supporting habitat for the bird species for which the pNHA is designated. Due to the intervening distance of over 7 km from the pNHA, and the nature and scale of the project, there is no potential for indirect effects on the bird species for which it is designated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> |

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| | <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development, and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>South Dublin Bay pNHA [000210]</p> <p>Approx. distance: 7.21 km</p> <p>South Dublin Bay pNHA overlaps with both with South Dublin Bay and River Tolka Estuary SPA [004024] and South Dublin Bay SAC [000210] and is likely designated for the presence of the same intertidal habitats and avifauna. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay: the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast along Edmondstown Rd. The intervening hydrological distance between these crossing points and the downstream environment in Dublin Bay is approximately 10.9km. In addition, the pNHA is located within the same groundwater catchment as the site, which drains into Dublin Bay.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder (IE_EA_09D010620); as such, indirect connectivity with the pNHA exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no potential for significant effects on water quality is anticipated.</p> <p>The proposed development site does not provide suitable supporting habitat for the bird species for which the pNHA is designated. Due to the intervening distance of over 7 km from the pNHA, and the nature and scale of the project, there is no potential for indirect effects on the bird species for which it is designated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Liffey Valley pNHA [000128]</p> <p>Approx. distance: 7.48 km</p> <p>Liffey Valley pNHA is designated for a range of terrestrial and aquatic habitats,</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA as it is located in a separate WFD subcatchment which lies upstream to the proposed Active Travel Scheme. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> |

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| <p>as well as a number of rare and threatened plant species. Habitat present within the pNHA include semi-natural woodland, marsh, and rivers. The river is also a Salmon river.</p> | <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development, and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required .</p> |
| <p>Slade of Saggart and Crooksling Glen pNHA [000211]</p> <p>Approx. distance: 8.14 km</p> <p>Slade of Saggart and Crooksling Glen pNHA is designated as it is a good example of a wooded river valley and a small wetland system and supports a rare plant, a rare invertebrate and a variety of wildfowl species.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. The pNHA is located within the same groundwater catchment as the site, however, due to the nature and scale of the proposed works, which are limited to works on existing road infrastructure, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Royal Canal pNHA [002103]</p> <p>Approx. distance: 8.15 km</p> <p>Royal Canal pNHA is designated for the diversity of species it supports along its linear length, including otter, opposite-leaved pondweed, and habitats such as hedgerow, tall herbs, calcareous grassland, reed fringe, open water, scrub and woodland.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. This pNHA is designated for otter. This pNHA is designated for otter, and the site lies within the species' known foraging range (Marnell et al., 2011). However, the habitats recorded within the proposed Active Travel Scheme boundary are not considered suitable to support otter. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |

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| <p>Ballybetagh Bog pNHA [001202]</p> <p>Approx. distance: 8.68 km</p> <p>Ballybetagh bog pNHA contains areas of fen and marsh habitat. Ballybetagh Bog has become a classical site of quaternary studies and is renowned for the number of skeletons of the extinct Giant Irish Deer.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Knocksink Wood pNHA [000725]</p> <p>Approx. distance: 9.41 km</p> <p>Knocksink Wood pNHA overlaps with the European Designated Site Knocksink Wood SAC [000725]. The site is considered to be likely designated for the same Annex I habitats as the SAC: alluvial woodland, old oak woodland and petrifying springs. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme. The site also supports a number of rare or threatened plants and invertebrates.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |

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| <p>Glencree Valley pNHA [001755]</p> <p>Approx. distance: 10.30 km</p> <p>Glencree Valley pNHA is designated for the presence of deciduous woodland, an upland river and boggy flushes.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. No hydrological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Loughlinstown Woods pNHA [001211]</p> <p>Approx. distance: 11.47 km</p> <p>Loughlinstown Woods pNHA is designated as it is a good example of demesne-type mixed woodland.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>The site is designated for woodland habitat, therefore due to the intervening distance there is no potential for indirect effects on this pNHA. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified. No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Dalkey Coastal Zone and Killiney Hill pNHA [001206]</p> <p>Approx. distance: 11.59 km</p> <p>Dalkey Coastal Zone and Killiney Hill pNHA overlaps with the European Designated Site Rockabill to Dalkey Island SAC [003000] and Dalkey Islands SPA [004172]. The site is considered to be likely designated for</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay: the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast along Edmondstown Rd. The intervening hydrological distance between these crossing points and the downstream environment in Dublin Bay is approximately 10.9km. In addition, the pNHA is located within the same groundwater catchment as the site, which drains into Dublin Bay.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder (IE_EA_09D010620); as such, indirect connectivity with the pNHA exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no potential for significant effects on water quality is anticipated.</p> |

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| <p>the same Annex I habitats, mammals and bird species as the SAC and SPA: reefs, harbour porpoise and tern species. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme. This site represents a fine example of a coastal system with habitats ranging from the sub-littoral to coastal heath. The flora is well developed and includes some scarce species. The islands are important bird sites. The site also has geological importance.</p> | <p>The proposed development site does not provide suitable supporting habitat for the bird species for which the pNHA is designated. Due to the intervening distance of over 11 km from the pNHA, and the nature and scale of the project, there is no potential for indirect effects on the bird species for which it is designated. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
| <p>Ballyman Glen pNHA [000713]</p> <p>Approx. distance: 11.85 km</p> <p>Ballyman Glen pNHA overlaps with the Ballyman Glen SAC [000713]. The site is considered to be likely designated for the same Annex I habitats as the SAC: petrifying springs and alkaline fens. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |

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| <p>Rye Water Valley/Cartron pNHA [001398]</p> <p>Approx. distance: 13.5 km</p> <p>Rye Water Valley/Cartron pNHA overlaps with the Rye Water Valley/Cartron SAC [001398].</p> <p>The site is considered to be likely designated for the same Annex I habitats as the SAC (petrifying springs), as well as the Annex II species narrow-mouthed whorl snail and Desmoulin's whorl snail. All European Designated Sites are fully described and assessed in the Appropriate Assessment Screening Report (AASR) accompanying the planning application for the proposed Active Travel Scheme.</p> | <p>The Proposed Development is located outside the boundary of this pNHA and as such there is no potential for direct effect.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, which are limited to works on existing road infrastructure, there is no potential for indirect effects on this pNHA. No surface water connectivity exists from the site of the Proposed Development to the pNHA as it is located in a separate WFD subcatchment which lies upstream to the proposed Active Travel Scheme. No hydrogeological connectivity exists from the site of the Proposed Development to the pNHA, as they are located in different groundwater catchments. Therefore, no pathway for potential significant indirect effects on the pNHA has been identified.</p> <p>No source-pathway-receptor chain for impact was identified between the site of the Proposed Development and this designated site. As such, potential for direct or indirect impact on this Nationally Designated Site can be excluded.</p> <p>Therefore, this Nationally Designated Site is not within the likely zone of impact, and no further assessment is required.</p> |
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4.3 Protected Habitats

A review of the Article 17 datasets for *Annex I* habitats and *Annex II* species, for habitats and species reported by the NPWS under *Article 17 of the Habitats Directive (92/42/EEC)*, was undertaken.

Other habitat datasets provided by NPWS, including the Heath, Bogs and Mires, Irish Semi-Natural Grassland Survey datasets, National Survey of Native Woodlands and Ancient and Long Established Woodland datasets were also reviewed prior to undertaking the multi-disciplinary walkover survey.

Available NPWS datasets were downloaded and overlain on the Proposed Development study area.

No mapped habitats listed under *Annex I* of the *EU Habitats Directive 92/43/EEC* are recorded within the potential Active Travel Scheme boundary.

4.4 Protected Flora

A search of the New Atlas of the British & Irish Flora (Preston et al., 2002) was undertaken to investigate whether any rare or unusual plant species listed under *Annex II* of the *Habitats Directive*, or, those listed as rare on the *Red Data List* (Curtis and McGough 1988) or protected under the *Flora (Protection) Order 2022* had been recorded in the relevant hectad in which the study site is situated (O12), during the 1987-1999 atlas survey.

A search of the NPWS web-mapper for records for Vascular Plants, Charophytes and Lichens listed in and legally protected under the *Flora (Protection) Order 2022* was also undertaken. NPWS online records were searched on 11th November 2025 for records of any rare or protected species of flora or fauna within the 10-kilometre grid square, O12, in which the study area lies. A data request was also sent to the NPWS in relation to the grid square O12 on the 14th November 2025, and data was received on the 17th November 2025.

Table 4-3 below lists the rare and protected floral species records obtained from both the New Atlas of the British & Irish Flora and the NPWS during this study.

Additionally, the previous Ecological Impact Assessment Report prepared by *JBA* for the scheme in 2022 (*JBA, 2022, unpublished*), was consulted, and no protected floral species were recorded by *JBA* ecologists during the ecological walkover surveys of the proposed site in 2021. The Appropriate Assessment Report compiled by *Scott Cawley Ltd.* in 2022 for the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme, (Bus Connects) was consulted, and no protected floral species were recorded within the Study Area by *Scott Cawley* ecologists during their surveys.

There were no records of rare or protected floral species within the boundary of the proposed Active Travel Scheme.

Table 4-3: Records of the rare and protected floral species for Hectad O12.

| Common Name | Scientific Name | Status | Data Source | Sample Location |
|--------------------------|---------------------------------|--------|-------------|---|
| Alpine Clubmoss | <i>Diphasiastrum alpinum</i> | NT | NPWS | Cruagh Mountain |
| Black Henbane | <i>Hyoscyamus niger</i> | NT | New Atlas | Hectad O12 |
| Black Henbane | <i>Hyoscyamus niger</i> | NT | NPWS | Leopardstown, Co. Dublin |
| Bog Orchid | <i>Hammarbya paludosa</i> | NT | NPWS | Glenasmole Valley, Co. Dublin |
| Borrer's Saltmarsh Grass | <i>Puccinellia fasciculata</i> | NT | New Atlas | Hectad O12 |
| Brackish Water-crowfoot | <i>Ranunculus baudotii</i> | NT | New Atlas | Hectad O12 |
| Bur Chervil | <i>Anthriscus caucalis</i> | NT | New Atlas | Hectad O12 |
| Corn Marigold | <i>Chrysanthemum segetum</i> | NT | New Atlas | Hectad O12 |
| Fiddle Dock | <i>Rumex pulcher</i> | VU | New Atlas | Hectad O12 |
| Greater Broomrape | <i>Orobanche rapum-genistae</i> | NT | NPWS | S. of Rathfarnham, Co. Dublin |
| Greater Knapweed | <i>Centaurea scabiosa</i> | NT | New Atlas | Hectad O12 |
| Green-winged Orchid | <i>Orchis morio</i> | VU | NPWS | Bohernabreena, Co. Dublin |
| Irish Whitebeam | <i>Sorbus hibernica</i> | VU | NPWS | NW of Sandyford Industrial Estate |
| Ivy-leaved Bellflower | <i>Wahlenbergia hederacea</i> | NT | NPWS | Glencullen Valley, South side |
| Knotted Hedge-parsley | <i>Torilis nodosa</i> | NT | New Atlas | Hectad O12 |
| Little Robin | <i>Geranium purpureum</i> | NT | New Atlas | Hectad O12 |
| Opposite-leaved Pondweed | <i>Groenlandia densa</i> | NT | NPWS | Grand Canal |
| Pale Flax | <i>Linum bienne</i> | NT | New Atlas | Hectad O12 |
| Pale Toadflax | <i>Linaria repens</i> | NT | NPWS | Bushy Park Road, Rathgar, Co. Dublin |
| Red Hemp-nettle | <i>Galeopsis angustifolia</i> | VU | NPWS | Between Three Rock road and Two Rock Mountain |
| Sea Kale | <i>Crambe maritima</i> | NT | New Atlas | Hectad O12 |
| Slender Thistle | <i>Carduus tenuiflorus</i> | NT | New Atlas | Hectad O12 |
| Small Cudweed | <i>Filago minima</i> | NT | NPWS | Three Rock Mountain |
| Small White Orchid | <i>Pseudorchis albida</i> | VU | NPWS | Three Rock Mountain |
| Upright Brome | <i>Bromopsis erecta</i> | NT | NPWS | Flora of County Dublin district record |
| Weasel's Snout | <i>Misopates orontium</i> | EN | NPWS | Ballawley Park |
| Yellow Horned Poppy | <i>Glaucium flavum</i> | NT | New Atlas | Hectad O12 |

RE – Regionally Extinct, CR – Critically Endangered, EN – Endangered, VU – Vulnerable, NT – Near Threatened, LC – Least Concern, DD – Data Deficient, WL – Waiting List. Ireland Red List No. 10: Vascular Plants (NPWS. 2019).

4.5 Protected Fauna

4.5.1 Non-Volant Fauna

The National Biodiversity Data Centre (NBDC) database was accessed, and NPWS online records were searched on 11th November 2025 for records of any rare or protected fauna within the hectad, O12, in which the study area lies. A data request was also sent to the NPWS in relation to the grid square O12 on the 14th November 2025, and data was received on the 17th November 2025. **Table 4-4** lists the rare and protected species records obtained from the NPWS and NBDC during this study.

Additionally, the previous Ecological Impact Assessment Report prepared by *JBA* for the scheme in 2022 (*JBA*, 2022, unpublished), was consulted, and mammal paths and fresh digging (snuffle holes) likely belonging to badger were recorded in an area near Knocklyon road, which is not within the Study Area of the proposed Active Travel Scheme. This shows that badger are known to occur in the wider area. No other signs of protected mammal species were recorded by *JBA* ecologists during the ecological walkover surveys of the proposed site in 2021.

The Appropriate Assessment Report compiled by *Scott Cawley Ltd* in 2022 for the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme (Bus Connects) was consulted. *Scott Cawley* ecologists noted evidence of otter in the form of spraints and potential slides were recorded throughout the Owenadoher River in their 2020, 2021 and 2022 field surveys. Evidence of a holt within the roots of a sycamore tree was identified along the Owenadoher River, approximately 200m northeast of the proposed Active Travel Scheme, at Butterfield Avenue during multidisciplinary surveys in 2021 and during aquatic surveys conducted by *Triturus Environmental Ltd.* in 2020. This holt site was subsequently monitored under NPWS licence issued to *Scott Cawley Ltd.* using a camera trap for a period of two months, with no otter activity observed at that time.

Table 4-4: Records for rare and protected non-volant faunal species for Hectad O12, NBDC, NPWS

| Common Name | Scientific Name | Status | Data Source |
|---------------------------|---|------------------|-------------|
| Non-volant Mammals | | | |
| European Otter | <i>Lutra lutra</i> | Annex II, IV, WA | NPWS, NBDC |
| Irish Hare | <i>Lepus timidus subsp. hibernicus</i> | Annex V, WA | NPWS, NBDC |
| Pine Marten | <i>Martes martes</i> | Annex V, WA | NPWS, NBDC |
| Brown Hare | <i>Lepus europaeus</i> | WA | NPWS |
| Eurasian Badger | <i>Meles meles</i> | WA | NPWS, NBDC |
| Hedgehog | <i>Erinaceus europaeus</i> | WA | NPWS, NBDC |
| Pygmy Shrew | <i>Sorex minutus</i> | WA | NPWS, NBDC |
| Red Deer | <i>Cervus elaphus</i> | WA | NBDC |
| Red Squirrel | <i>Sciurus vulgaris</i> | WA | NPWS, NBDC |
| Stoat | <i>Mustela erminea subsp. hibernica</i> | WA | NPWS, NBDC |

| Amphibians | | | |
|----------------------------------|----------------------------------|------------------|------------|
| Common Frog | <i>Rana temporaria</i> | Annex V, WA | NPWS, NBDC |
| Smooth Newt | <i>Lissotriton vulgaris</i> | WA | NPWS, NBDC |
| Reptiles | | | |
| Common Lizard | <i>Lacerta vivipara</i> | WA | NPWS, NBDC |
| Invertebrates | | | |
| Freshwater White-clawed Crayfish | <i>Austropotamobius pallipes</i> | WA, Annex II & V | NPWS |
| Marsh Fritillary | <i>Euphydryas aurinia</i> | Annex II | NBDC |

Annex II, Annex IV, Annex V – of EU Habitats Directive, WA – Irish Wildlife Acts (1976-2017).

4.5.2 Bats

A review of the National Biodiversity Data Centre (NBDC) online database was made on 11th November 2025, to search for records of bats within hectad O12. Details of the results are provided in **Table 4-5** below. A data request was also sent to the NPWS in relation to the grid square O12 on the 14th November 2025, and data was received on the 17th November 2025. There were no NPWS bat roost records for the hectad O12.

The Appropriate Assessment Report compiled by *Scott Cawley Ltd* in 2022 for the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme, (Bus Connects) was consulted. *Scott Cawley* ecologists conducted bat surveys within 500 m of Firhouse Road as part of the BusConnects Templeogue/Rathfarnham to City Centre Scheme in 2021. These surveys recorded the following species along Tallaght Road (R137); Leisler's bat (*Nyctalus leisleri*), soprano pipistrelle (*Pipistrellus pygmaeus*), and common pipistrelle (*Pipistrellus pipistrellus*). Potential roosting features were also noted in trees along a proposed compound opposite the Dodder Valley car park.

Additionally, the previous Ecological Impact Assessment Report prepared by *JBA* for the scheme in 2022 (*JBA*, 2022, unpublished) was consulted; however, no dedicated bat surveys were conducted as part of that study.

Table 4-5: Bat Records within 10km of Proposed Development (hectad O12).

| Common Name | Scientific Name | Protection Status | Data Source |
|-----------------------------|---|-------------------|-------------|
| Daubenton's Bat | <i>Myotis daubentonii</i> | Annex IV, WA | NBDC |
| Natterer's Bat | <i>Myotis nattereri</i> | Annex IV, WA | NBDC |
| Leisler's Bat | <i>Nyctalus leisleri</i> | Annex IV, WA | NPWS, NBDC |
| Soprano Pipistrelle Bat | <i>Pipistrellus pygmaeus</i> | Annex IV, WA | NBDC |
| Brown Long-eared Bat | <i>Plecotus auritus</i> | Annex IV, WA | NPWS, NBDC |
| Nathusius's Pipistrelle Bat | <i>Pipistrellus nathusii</i> | Annex IV, WA | NBDC |
| Pipistrelle Bat | <i>Pipistrellus pipistrellus sensu lato</i> | Annex IV, WA | NBDC |
| Whiskered Bat | <i>Myotis mystacinus</i> | Annex IV, WA | NBDC |

4.5.3 Birds

The National Biodiversity Data Centre (NBDC) was searched for records of protected bird species listed in hectad O12. **Table 4-6** lists all the bird species that have been recorded within the hectad and their protection status.

Table 4-6: NBDC records for Protected Bird Species listed in hectad O12

| Common Name | Scientific Name | Status |
|--------------------|----------------------------------|--------------------------|
| Corncrake | <i>Crex crex</i> | Annex I, BoCCI Red, AEWa |
| Golden Plover | <i>Pluvialis apricaria</i> | Annex I, BoCCI Red, AEWa |
| Hen Harrier | <i>Circus cyaneus</i> | Annex I |
| Kingfisher | <i>Alcedo atthis</i> | Annex I |
| Little Egret | <i>Egretta garzetta</i> | Annex I, AEWa |
| Mediterranean Gull | <i>Ichthyaeus melanocephalus</i> | Annex I, AEWa |
| Peregrine | <i>Falco peregrinus</i> | Annex I |
| Red Kite | <i>Milvus milvus</i> | Annex I, BoCCI Red |
| Whooper Swan | <i>Cygnus cygnus</i> | Annex I, AEWa |
| Barn Owl | <i>Tyto alba</i> | BoCCI Red |
| Curlew | <i>Numenius arquata</i> | BoCCI Red, AEWa |
| Eider | <i>Somateria mollissima</i> | BoCCI Red, AEWa |
| Goldeneye | <i>Bucephala clangula</i> | BoCCI Red, AEWa |
| Grey Partridge | <i>Perdix perdix</i> | BoCCI Red |
| Grey Wagtail | <i>Motacilla cinerea</i> | BoCCI Red |
| Kestrel | <i>Falco tinnunculus</i> | BoCCI Red |
| Lapwing | <i>Vanellus vanellus</i> | BoCCI Red, AEWa |
| Meadow Pipit | <i>Anthus pratensis</i> | BoCCI Red |
| Oystercatcher | <i>Haematopus ostralegus</i> | BoCCI Red, AEWa |
| Red Grouse | <i>Lagopus lagopus</i> | BoCCI Red |
| Redshank | <i>Tringa totanus</i> | BoCCI Red, AEWa |
| Redwing | <i>Turdus iliacus</i> | BoCCI Red |
| Ring Ouzel | <i>Turdus torquatus</i> | BoCCI Red |
| Scaup | <i>Aythya marila</i> | BoCCI Red, AEWa |
| Shoveler | <i>Spatula clypeata</i> | BoCCI Red, AEWa |
| Snipe | <i>Gallinago gallinago</i> | BoCCI Red |
| Snowy Owl | <i>Bubo scandiacus</i> | BoCCI Red |
| Stock Dove | <i>Columba oenas</i> | BoCCI Red |

| Common Name | Scientific Name | Status |
|--------------|--------------------------------|-----------------|
| Swift | <i>Apus apus</i> | BoCCI Red |
| Whinchat | <i>Saxicola rubetra</i> | BoCCI Red |
| Wood Warbler | <i>Phylloscopus sibilatrix</i> | BoCCI Red |
| Woodcock | <i>Scolopax rusticola</i> | BoCCI Red, AEWA |
| Yellowhammer | <i>Emberiza citrinella</i> | BoCCI Red |

Annex I of the EU Birds Directive, WA – Irish Wildlife Acts (1976-2017), Red Data List (Curtis and McGough, 1988), BoCCI Red List – Birds of Conservation Concern in Ireland (Gilbert, Stanbury & Lewis, 2021), AEWA - Agreement on the Conservation of African-Eurasian Migratory Waterbirds (United Nations Environment Programme, 1999).

4.6

Invasive Species

The National Biodiversity Data Centre (NBDC) database was accessed on the 11th November 2025 and searched for records of non-native, invasive species of flora or fauna listed under the Third Schedule of the *European Communities (Birds and Natural Habitats) Regulations 2011* (S.I. 477 of 2015) or under the First Schedule of the *European Union (Invasive Alien Species) Regulations 2024* (S.I. No 374 of 2024), within the hectad in which the Proposed Development site is situated. There are no records of these invasive species within the proposed Active Travel Scheme boundary. **Table 4-7** lists the non-native, invasive species recorded within the hectad, O12.

Additionally, the previous Ecological Impact Assessment Report prepared by *JBA* for the scheme in 2022 (*JBA, 2022, unpublished*), was consulted and although invasive species were recorded during their surveys, no species listed under the Third Schedule of the *European Communities Regulations 2011* (S.I. 477 of 2015) were recorded within the Study Area by *JBA* ecologists during the ecological walkover surveys in 2021.

The Appropriate Assessment Report compiled by *Scott Cawley Ltd.* in 2022 for the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme, (Bus Connects) was consulted. *Scott Cawley* ecologists had recorded Japanese knotweed (*Reynoutria japonica*) on the northern bank of Owenadoher River, approximately 200m northeast of the proposed Active Travel Scheme boundary.

Table 4-7: NBDC records for Invasive species for Hectad O12.

| Common Name | Scientific Name | Status |
|---------------------------|---|------------------------|
| Plants | | |
| American skunk-cabbage | <i>Lysichiton americanus</i> | Third / First Schedule |
| Giant hogweed | <i>Heracleum mantegazzianum</i> | Third / First Schedule |
| Giant-rhubarb | <i>Gunnera tinctoria</i> | Third / First Schedule |
| Himalayan balsam | <i>Impatiens glandulifera</i> | Third / First Schedule |
| Himalayan knotweed | <i>Persicaria wallichii</i> | Third / First Schedule |
| Japanese knotweed | <i>Fallopia japonica</i> (syn. <i>Reynoutria japonica</i>) | Third / First Schedule |
| Parrot's feather | <i>Myriophyllum aquaticum</i> | Third / First Schedule |
| Spanish bluebell | <i>Hyacinthoides hispanica</i> | Third / First Schedule |
| Three-cornered leek | <i>Allium triquetrum</i> | Third / First Schedule |
| Water fern | <i>Azolla filiculoides</i> | Third / First Schedule |
| Non-volant Mammals | | |
| Fallow deer | <i>Dama dama</i> | First Schedule |
| Grey squirrel | <i>Sciurus carolinensis</i> | Third / First Schedule |
| Sika deer | <i>Cervus nippon</i> | Third / First Schedule |
| Birds | | |
| Greylag goose | <i>Anser anser</i> | Third / First Schedule |
| Amphibians | | |
| Common toad | <i>Bufo bufo</i> | Third / First Schedule |
| Invertebrates | | |
| Harlequin ladybird | <i>Harmonia axyridis</i> | Third / First Schedule |

Third - Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2015); First - First Schedule of the European Union (Invasive Alien Species) Regulations 2024 (S.I. No 374 of 2024)

5.

FIELD STUDY

5.1

Habitats within the Proposed Development Boundary

Habitats recorded during the multi-disciplinary ecological walkover survey are described below, and a habitat map is provided in **Figure 5-2**. Photographs taken of representative habitats across the Proposed Development are also included in the following section. No habitats considered to be of ecological significance and having the potential to correspond to those listed in Annex I of the EU Habitats Directive 92/43/EEC were identified during the surveys undertaken.

The proposed Active Travel Scheme crosses two watercourses, the Orlagh Stream (IE_EA_09D010620) to the northwest, and the Owenadoher River (IE_EA_09O011700) to the southeast of the Study Area. The watercourse crossings associated with the proposed scheme comprise existing infrastructure: the Orlagh Stream is culverted under the M50 motorway, and two existing bridges, which form part of the proposed scheme, cross the Owenadoher River, at Ballyboden Way and Scholarstown Road, (see **Figure 5-2**). The Proposed Development Site does not include any aquatic habitats, and no interaction with such habitats is anticipated.

Habitat descriptions below are in the past tense to reflect their accuracy at a point in the recent past.

Table 5-1: Habitats recorded within the site during surveys undertaken in November 2025

| Habitat Type | Fossitt Code |
|-----------------------------------|--------------|
| Flower Beds and Borders | BC4 |
| Stone Walls and other stonework | BL1 |
| Buildings and Artificial Surfaces | BL3 |
| Improved Amenity Grassland | GA2 |
| Dry Meadows and Grassy Verges | GS2 |
| (Mixed) Broadleaved Woodland | WD1 |
| Scattered Trees and Parkland | WD5 |
| Hedgerows | WL1 |
| Treelines | WL2 |
| Scrub | WS1 |

5.1.1

Flower Beds and Borders (BC4)

Ornamental **Flower Beds and Borders (BC4)** occur at several locations along pedestrian paths across the proposed Active Travel Scheme (**Plate 5-1**). These are usually associated with gardens and parks, on roadsides and roundabouts, and in front of various buildings. The majority have been deliberately planted for decorative or landscaping purposes and are regularly maintained. They typically contain a high proportion of non-native species such as, but not limited to, New Zealand broadleaf (*Griselinia littoralis*), Australian bottlebrush (*Callistemon* spp.) and verbena (*Verbena* spp.). as well as other common species such as broom (*Cytisus scoparius*), dogwood (*Cornus* spp.) and rugosa rose (*Rosa rugosa*). These planted habitats are very small, isolated and highly modified, comprising a high proportion of non-native, ornamental species with limited potential to support biodiversity.



Plate 5-1: Ornamental planted **flower beds and borders (BC4)** containing dogwood, rugosa rose, holly and cleavers in front of the Gaelscoil Chnoc Liamhna Primary School on Knocklyon Road, to the west of the proposed scheme.

5.1.2

Stone Walls and other stonework (BL1)

A number of low stone walls were recorded across the proposed Active Travel Scheme (**Plates 5-2 – 5-3**). These built structures can be colonised by ivy (*Hedera helix* / *H. hibernica*) and red valerian (*Centranthus ruber*) and were classified as **Stone Walls and other stonework (BL1)**. They are modified artificial habitats with low potential to support biodiversity.



Plate 5-2: **Stone Wall (BL1)** habitat colonised with bryophytes on bridge crossing the Owenadoher River along Scholarstown Road to the southeast of the scheme.



Plate 5-3: Low **Stone Wall (BL1)** with ivy recorded along Ballyboden Road to the east of the scheme.

5.1.3 Buildings and Artificial Surfaces (BL3)

The proposed Active Travel Scheme is proposed to be constructed along existing roads and pedestrian walkways, which comprise **Buildings and Artificial Surfaces (BL3)** (Plates 5-4 – 5-6). This habitat comprises the majority of the Proposed Development area and is made up of domestic dwellings, schools, hotels/guesthouses, abandoned buildings, concrete bridges and tarmac roadways. These built surfaces are modified artificial habitats with negligible potential to support biodiversity.



Plate 5-4: Roads and pedestrian walkways classified as **Buildings and Artificial Surfaces (BL3)** along Firhouse Road at the northwest of the scheme.



Plate 5-5: Roads, pedestrian crossing and walkways classified as **Buildings and Artificial Surfaces (BL3)** at Knocklyon Road, opposite the shopping centre at the west of the scheme.



Plate 5-6: Roads, bus lane and existing cycle lane classified as **Buildings and Artificial Surfaces (BL3)** along Taylor's Lane at the eastern edge of the scheme.

5.1.4

Improved Amenity Grassland (GA2)

Patches of **Amenity Grassland (GA2)** were very common along roadsides throughout the proposed Active Travel Scheme (**Plates 5-7 – 5-8**). Many patches were associated with gardens along with road verges and grassed amenity areas, as well as lawns in public parks where the proposed cycle route will pass, including Beverly Park, Ballyboden Park and Dargle Wood (**Plate 5-9**). This habitat was actively managed and was characterised by a low sward height and low species diversity. Amenity grasslands within the proposed Active Travel Scheme area were characterised by common species such as Yorkshire-fog (*Holcus lanatus*), perennial rye-grass (*Lolium perenne*), and creeping bent (*Agrostis stolonifera*), meadow grasses (*Poa spp.*), and abundant common daisy (*Bellis perennis*), dandelion (*Taraxacum officinale agg.*), ribwort plantain (*Plantago lanceolata*), and white clover (*Trifolium repens*). Often, species such as creeping buttercup (*Ranunculus repens*), and common yarrow (*Achillea millefolium*) were frequent with occasional lesser knapweed (*Centaurea nigra*), field-speedwell (*Veronica persica*) and greater plantain (*Plantago major*). These areas were almost always short and homogenous in appearance, with limited ecological value.



Plate 5-7: Patch of short-mown **Improved Amenity Grassland (GA2)** dominated by perennial ryegrass, Yorkshire fog and annual meadow grass with lime treeline recorded along Knocklyon Road to the west of the proposed scheme.



Plate 5-8: Patch of **Improved Amenity Grassland (GA2)** along Firhouse Road at the northwest of the scheme.



Plate 5-9: Short-mown **Improved Amenity Grassland (GA2)** perennial ryegrass-dominated field within Dargle Wood Park, bordered with sycamore treelines.

5.1.5 Dry Meadows and Grassy Verges (GS2)

Grassy verges (GS2) were recorded throughout the site along roadsides and within public parks (**Plate 5-10**). These areas are not mown regularly. Species characteristic of this habitat type include cock's-foot (*Dactylis glomerata*), creeping thistle (*Cirsium arvense*), creeping and meadow buttercup (*Ranunculus repens*, *R. acris*), tansy ragwort (*Jacobaea vulgaris*), broadleaf dock (*Rumex obtusifolius*), bramble (*Rubus fruticosus* agg.), hedge bindweed (*Calystegia sepium*), field-speedwell, red clover (*Trifolium pratense*), hawksbeard (*Crepis* spp.), white clover, perennial ryegrass, Yorkshire fog, dandelion, ribwort plantain and nettle (*Urtica dioica*). These areas were left unmown with variable sward height, which creates ecological niches for a number of faunal species. Despite being small, these habitat patches were widespread in this urban environment, providing ecological value to species and improving ecological connectivity for wildlife in this urban environment.



Plate 5-10: Unmown **Grassy Verge (GS2)** dominated by creeping buttercup, nettle, broad-leaved dock and dandelion along the pedestrian path connecting Scholarstown Road and Ballyboden Way to the west of the proposed scheme.

5.1.6 Mixed Broadleaved Woodland (WD1)

Areas of **Mixed Broadleaved Woodland (WD1)** were recorded in several locations across the scheme (**Plates 5-11 – 5-12**). These woodland areas include a mix of species, including poplar (*Populus* spp.), sycamore (*Acer pseudoplatanus*), beech (*Fagus sylvatica*), silver birch (*Betula pendula*), ash (*Fraxinus excelsior*), lime (*Tilia* spp.), Italian alder (*Alnus cordata*), hawthorn (*Crataegus* spp.), willow (*Salix* spp.), with occasional aspen (*Populus tremula*), Norway maple (*Acer platanoides*) and Scots pine (*Pinus sylvestris*). The understorey varies between the woodlands and often includes ivy (*Hedera helix*), hazel (*Corylus avellana*), elder (*Sambucus nigra*), dogwood (*Cornus sanguinea*), bramble and holly, with the ground flora often dominated by ivy, common hogweed (*Heracleum sphondylium*), cow parsley (*Anthriscus sylvestris*), cocksfoot and bramble and occasional wood avens (*Geum urbanum*), hedge bindweed, willowherb (*Epilobium hirsutum*) and herb robert (*Geranium robertianum*). This habitat comprises some of the only unmanaged patches of biodiversity within the highly urbanised environment. Although these areas of woodland are relatively small and isolated, they provide an important refuge for faunal species in this urban landscape.



Plate 5-11: An area of **Mixed Broadleaved Woodland (WD1)** dominated by beech with occasional hazel, sycamore and silver birch recorded along Templeroad Road to the south of the scheme.



Plate 5-12: **Mixed Broadleaved Woodland (WD1)** patch along Firhouse Road at the westernmost edge of the site, dominated by grey willow, with frequent silver birch, Norway maple and occasional sycamore and dogwood/hazel understorey.

5.1.7 Scattered Trees and Parkland (WD5)

Areas of **Scattered trees and Parkland (WD5)** were recorded throughout the Proposed Scheme and were commonly associated with public amenity areas within residential neighbourhoods (**Plate 5-13**). They were generally comprised of a well-managed amenity grassland sward with tree species including beech (*Fagus sylvatica*), sycamore (*Acer pseudoplatanus*), pedunculate oak (*Quercus robur*), hornbeam (*Carpinus betulus*), horse-chestnut (*Aesculus hippocastanum*) and lime (*Tilia cordata*) scattered throughout. These habitats are fairly widespread in the environment and provide a refuge for a range of species in this urban landscape.



Plate 5-13: Area of **Scattered alder trees (WD5)** within amenity grassland field opposite St. Colmcille's Senior National School at the west of the scheme.

5.1.8 Hedgerows (WL1)

Hedgerows (WL1) were recorded frequently throughout the Proposed Scheme, with the general species composition and management varying throughout. Hedgerows were most frequently recorded along the boundaries of private dwellings, comprising predominantly ornamental shrub species with some native hedgerow species present (**Plate 5-14 – 5-15**).

Common non-native / ornamental shrub hedgerow species included New Zealand broadleaf (*Griselinia littoralis*), spotted laurel (*Aucuba japonica*), privet (*Ligustrum* spp.), cherry laurel (*Prunus laurocerasus*), *Cotoneaster* spp., *Hypericum* spp., red tip photinia (*Photinia x fraseri*), and cypress hedging (*Cupressus* spp.). Native hedgerow species included hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*), bramble, willow (*Salix* spp.), with bracken (*Pteridium aquilinum*) and ivy frequently present in the ground flora.

Hedgerows act as strips of linear woodland that serve to connect isolated habitat patches and provide ecological corridors for species to move across the urban environment. They have the potential to support high levels of biodiversity and provide habitat for many floral and faunal species in the highly urbanised environment.



Plate 5-14: Hawthorn **Hedgerow (WLI)** with ivy and bramble dominated understory along fence running parallel to existing cycle lane on Ballyboden Way to the south of the scheme.



Plate 5-15: Non-native New Zealand broadleaf **Hedgerow (WLI)** recorded on Knocklyon Road to the west of the scheme.

5.1.9 Treelines (WL2)

Treelines (WL2) were recorded frequently throughout the proposed Active Travel Scheme. The general mix of species within treelines and the management regimes for the treelines varied. Treelines were most commonly recorded adjacent to roadways and associated with areas of amenity grassland (**Plates 5-16 – 5-18**).

Treelines comprised a mix of native and non-native species, including lime, ash, sycamore, birch, alder (*Alnus glutinosa*), beech, rowan (*Sorbus aucuparia*), sitka spruce (*Picea sitchensis*), hornbeam (*Carpinus spp.*) and cypress (*Cupressus*) species. Native treelines provide important ecological value to the urban environment, creating ecological corridors for species to move across the landscape.



Plate 5-16: Lime **Treeline (WL2)** over amenity grassland along Knocklyon Road to the northwest of the scheme



Plate 5-17: Immature beech **Treeline (WL2)** along Templeroan Road to the north of the scheme.



Plate 5-18: Mature Sycamore **Treeline (WL2)** with occasional Norway maple and blackthorn/dogwood understorey recorded at the edge of amenity grassland field opposite St. Colmcille's Senior National School at the west of the scheme.

5.1.10 Scrub (WS2)

Areas of **Scrub (WS2)** occur in a few locations, with bramble often the dominant species, and frequent broadleaf dock, hedge bindweed, hawthorn, creeping thistle, cock's-foot, false oatgrass (*Arrhenatherum elatius*), colt's-foot (*Tussilago farfara*) and tufted vetch (*Vicia cracca*). Non-native buddleja (*Buddleja davidii*) is also common in scrub patches, especially on disturbed land or waste ground (**Plate 5-19**). Patches of unmanaged native scrub provide biodiversity value within the highly urbanised environment. Although they are relatively small and isolated, they provide ecological refugia for faunal species in this urban landscape.



Plate 5-19: Area of buddleja scrub with cow parsnip, cock's-foot and colt's foot recorded behind stone wall on Ballyboden Road to the east of the scheme.

5.2 Protected Species

The multi-disciplinary ecological walkover surveys did not record any protected fauna or floral species.

5.2.1 Non-volant Mammals

The Study Area was surveyed for all potential badger signs (latrines, badger prints, mammal tracks and setts). Although the patches of broadleaved woodland had the potential to provide a foraging resource for badger, the site is situated in an urban locality and is not well-connected to more suitable breeding/foraging grounds. No signs of badger were recorded at any location on the Proposed Scheme during the multi-disciplinary walkover survey.

Whilst the results of the desk study undertaken indicates that otter are known to occur in the wider vicinity of the proposed scheme, including the Owenadoher River (see Section 4.4.1), the habitats within the proposed Active Travel Scheme boundary are not deemed suitable to support otter, and there was no evidence of otter recorded during the walkover survey.

The desk study indicates that hedgehogs are known to occur in the wider vicinity of the proposed scheme (see Section 4.4.1). No signs of hedgehogs were recorded within the Study Area during surveys; however, the habitats present have the potential to provide suitable breeding, hibernation, and foraging resources, and the mosaic of habitats within the scheme may support this species.

Pine martens and red squirrels are also known to occur locally (see Section 4.4.1). While the broadleaf woodland habitats on site offer some suitability, these species are highly elusive and dependent on large, well-connected woodlands. Given the urban context of the Study Area, it is unlikely that they are present.

Pygmy shrews are similarly known to occur in the wider area, but the well-manicured habitats within the site offer limited potential. While this species is unlikely to be present on site, it may occur in adjacent hedgerows and private gardens.

5.2.2 Bats

During the walkover surveys on the 18th and 19th of November 2025, features and habitats within the proposed Active Travel Scheme were assessed for their suitability to support bats. Habitats recorded during the walkover survey are listed in **Table 5-2** below, together with their assessment regarding foraging and commuting bats.

With regard to foraging and commuting bats, areas of **Flower Beds and Borders (BC4)**, **Stone Walls and other stonework (BL1)**, **Buildings and Artificial Surfaces (BL3)**, **Improved Amenity Grassland (GA2)**, and **Dry Meadows and Grassy verges (GS2)** were considered to have *Negligible* suitability for commuting and foraging bats. **Scrub (WS1)** and **Scattered Trees and Parkland (WD5)** habitats were considered to have *Low* suitability, i.e., habitat that could be used by small numbers of commuting or foraging bats. The **(Mixed) Broadleaved Woodland (WD1)** was assigned *Moderate* suitability, i.e., high-quality habitat that is well connected to the wider landscape, that is likely to be used regularly by foraging bats. The **Hedgerows (WL1)** and **Treelines (WL2)** within the proposed Active Travel Scheme were assigned *Moderate* suitability for commuting and foraging bats, i.e., continuous habitat connected to the wider landscape that could be used by bats for flight paths.

Overall, the proposed Active Travel Scheme was regarded as having *Low* suitability for commuting bats, primarily due to the presence of linear habitats that provide connectivity within the landscape to

more suitable habitats along the River Dodder to the north of the scheme. Overall, the site was assigned *Low* suitability for foraging bats as it primarily consists of highly modified habitats.

Table 5-2 - Habitats recorded within the Study Area and their suitability classification for foraging and commuting bats.

| Habitat | Code | Foraging and Commuting Suitability |
|-----------------------------------|------|------------------------------------|
| Flower Beds and Borders | BC4 | Negligible |
| Stone Walls and other stonework | BL1 | Negligible |
| Buildings and Artificial Surfaces | BL3 | Negligible |
| Improved Amenity Grassland | GA2 | Negligible |
| Dry Meadows and Grassy Verges | GS2 | Negligible |
| (Mixed) Broadleaved Woodland | WD1 | Moderate |
| Scattered Trees and Parkland | WD5 | Low |
| Hedgerows | WL1 | Moderate |
| Treelines | WL2 | Moderate |
| Scrub | WS1 | Low |

With regard to roosting habitat suitability, all trees that were designated for removal to facilitate the proposed Active Travel Scheme infrastructure were assessed for their potential to support roosting bats. None of the trees surveyed within the Study Area supported any potential roost features (PRFs) as they were semi-mature in nature and/or in good condition (i.e. Few dead branches/ rot holes, etc.).

A treeline of four mature sycamore trees with dense ivy was recorded within a site off Edmondstown Road at the southeastern edge of the scheme. These trees were also assessed by an ecologist during the dedicated bat surveys in support of a planning application for a proposed housing development at this site (Planning Ref: *LRD23A/0002*, see Section 7.2), and it was determined that they did not contain any PRFs that could provide roosting opportunities to bat species. Overall, the proposed Active Travel Scheme was regarded as having *Negligible* bat roosting suitability.

5.2.3 Birds

The broadleaf woodland, treelines, hedgerows and scrub habitats within the proposed Active Travel Scheme provide suitable nesting habitat for a variety of common garden and woodland bird species (i.e. wren, blackbird, great and blue tit, house sparrow). The areas of amenity grassland recorded along the road verges across the study area were generally too small to offer any winter foraging resource to bird species, including those associated with nearby protected sites.

The following birds were recorded during the walkover survey: hooded crow (*Corvus cornix*), rook (*Corvus frugilegus*), jackdaw (*Corvus monedula*), magpie (*Pica pica*), herring gull (*Larus argentatus*), black-headed gull (*Chroicocephalus ridibundus*), and wood pigeon (*Columba palumbus*). No significant numbers of birds were recorded.

5.3

Invasive Species

No invasive species listed under the Third Schedule of the *European Communities Regulations 2011* (S.I. 477 of 2015) or under the First Schedule of the *European Union (Invasive Alien Species) Regulations 2024* (S.I. No 374 of 2024) were recorded during the multi-disciplinary ecological walkover surveys. Several invasive plant species of both high and medium ecological impact were recorded across the Proposed Development Site, in accordance with *Transport Infrastructure Ireland (TII) guidance*² on invasive species management. High-impact species have the potential to cause significant ecological and structural impacts if not managed appropriately, while medium-impact species are capable of spreading and affecting native habitats, though generally to a lesser extent. These non-native species can often spread quickly, forming large, dense monocultures, excluding native vegetation (TII, 2020).

Cherry laurel (*Prunus laurocerasus*), snowberry (*Symphoricarpos albus*), New Zealand broadleaf, *Cotoneaster* spp., buddleja (*Buddleja davidii*) and winter heliotrope (*Petasites pyrenaicus*), were recorded within hedgerows and scrub in a number of locations across the proposed Active Travel Scheme (**Plates 5-20 – 5-24**). Cherry laurel was the most abundant across the scheme, with dense stands recorded mostly in residential areas and along public park boundaries. Snowberry was recorded predominantly on the banks of watercourses, notably on the banks of the Owenadoher River along Ballyboden Way and at the river crossing on Scholarstown Road. Snowberry was also recorded in a hedgerow along Knocklyon Road. Winter heliotrope was common in areas of scrub and on disturbed ground along roadsides, notably within the road verge on Knocklyon Road.



Plate 5-20: Large patch of cherry laurel recorded on the edge of housing along Knockfield Manor Road.

² Transport Infrastructure Ireland (TII) (2020). GE-ENV-01104: The Management of Invasive Alien Plant Species on National Roads. TII, Dublin. Available at: https://invasives.ie/app/uploads/2024/03/ManagementofIAPSonNationalRoads_TII_STANDARD_Dec2020_GE-ENV-01104.pdf



Plate 5-21: Dense patch of invasive snowberry recorded along the banks of the Owenadoher River at the roundabout on Ballyboden Way.



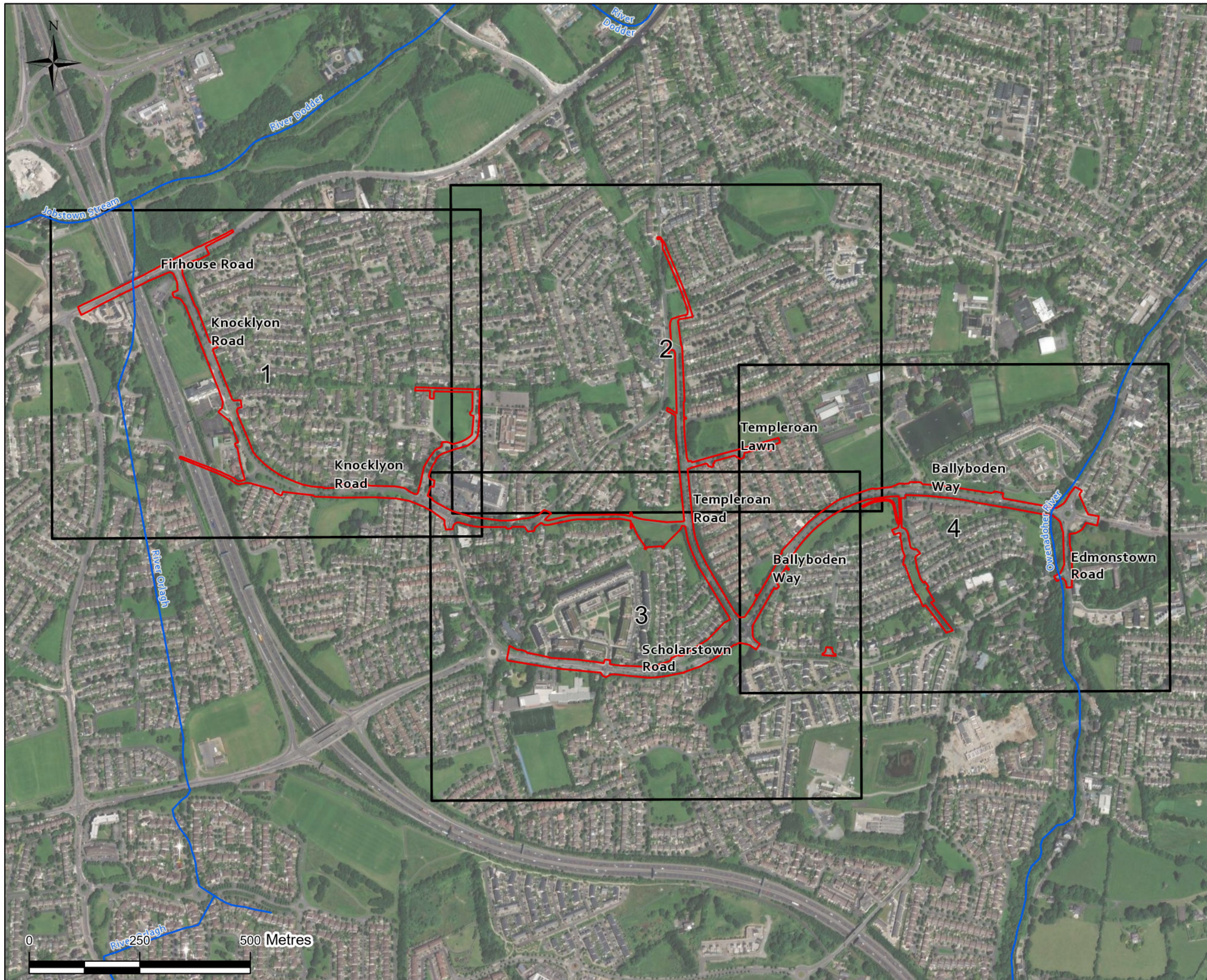
Plate 5-22: Non-native New Zealand broadleaf hedgerow recorded along the fence of a residential estate on Knocklyon Road to the west of the scheme.



Plate 5-23: Cotoneaster recorded within a beech hedgerow along a footpath on Ballyboden Way.



Plate 5-24: patch of winter heliotrope recorded on the road verge beneath a treeline along Knocklyon Road to the west of the scheme.



Map Legend

- Study Area
- Pages
- WFD Rivers

Spatial Reference
Name: IRENET95 Irish Transverse Mercator
Datum: IRENET95
Projection: Transverse Mercator

SITE LOCATION - NOT TO SCALE

Drawing Title

Habitat Map

Project Title

Knocklyon to Ballyboden
Active Travel Scheme

| | | |
|-----------------------|---------------------------|--------------------|
| Project No. 251045 | Drawing No. Figure 5-2 | Scale 1:8,000 |
| Drawn By JB | Checked By DM | Date 11/12/2025 |

Email: info@mkofireland.ie / Website: www.mkofireland.ie



- Map Legend
- Study Area
 - WL1 - Hedgerows
 - WL2 - Treelines
 - BC4 - Flower Beds and Borders
 - BL3 - Buildings and Artificial Surfaces
 - GA2 - Amenity Grassland (Improved)
 - WD1 - (Mixed) Broadleaved Woodland
 - WD5 - Scattered Trees and Parkland
 - WS1 - Scrub
 - WFD Rivers

Spatial Reference
Name: IRENET95 Irish Transverse Mercator
Datum: IRENET95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

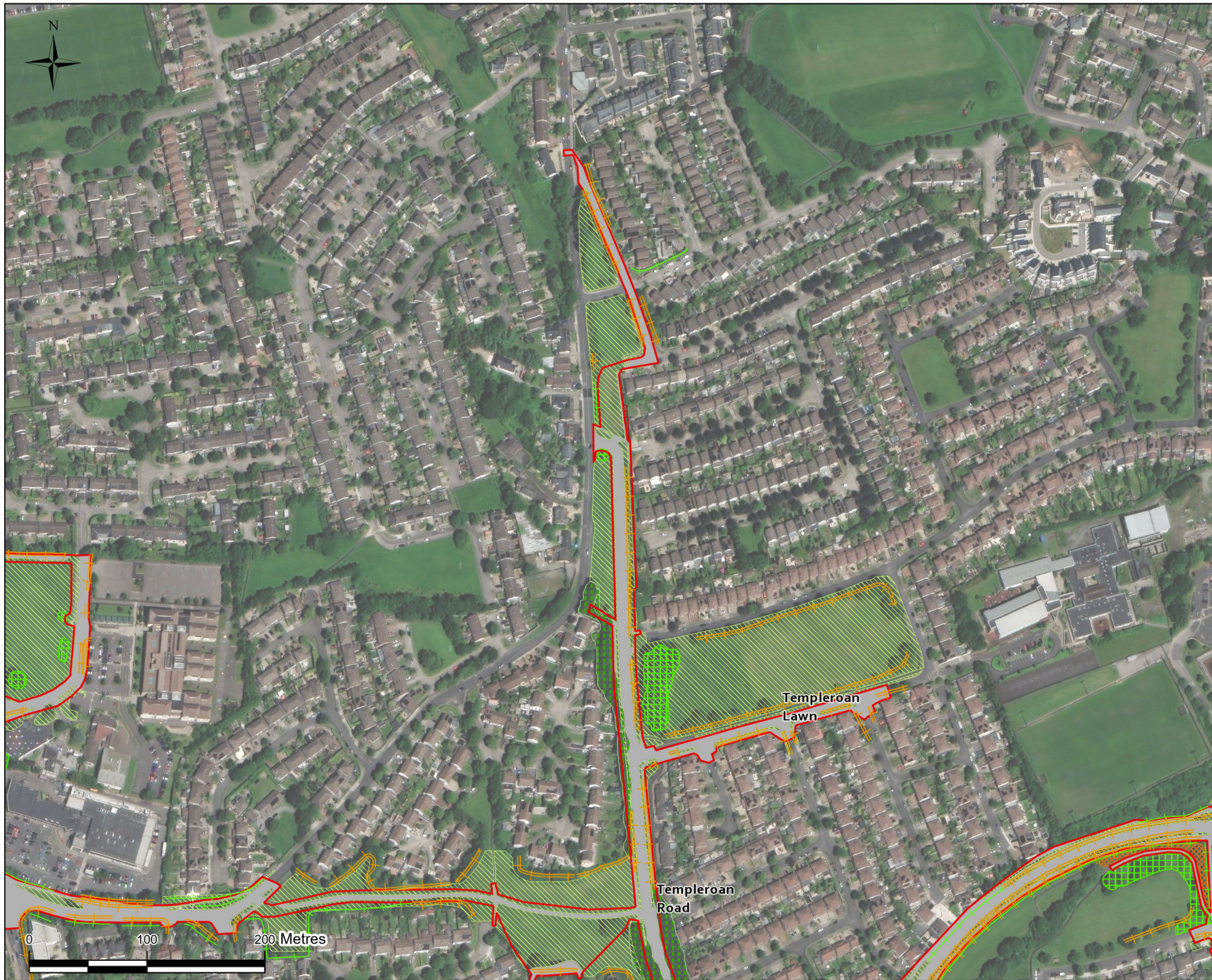
Drawing Title

Habitat Map

Project Title

Knocklyon to Ballyboden
Active Travel Scheme

| | | |
|-------------|--------------|------------|
| Project No. | Drawing No. | Scale |
| 251045 | Figure 5-2-1 | 1:3,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |



Map Legend

- Study Area
- WL1 - Hedgerows
- WL2 - Treelines
- BL3 - Buildings and Artificial Surfaces
- GA2 - Amenity Grassland (Improved)
- GS2 - Dry Meadows and Grassy Verge
- WD1 - (Mixed) Broadleaved Woodland
- WD5 - Scattered Trees and Parkland
- WS1 - Scrub

Spatial Reference
Name: IRENET95 Irish Transverse Mercator
Datum: IRENET95
Projection: Transverse Mercator

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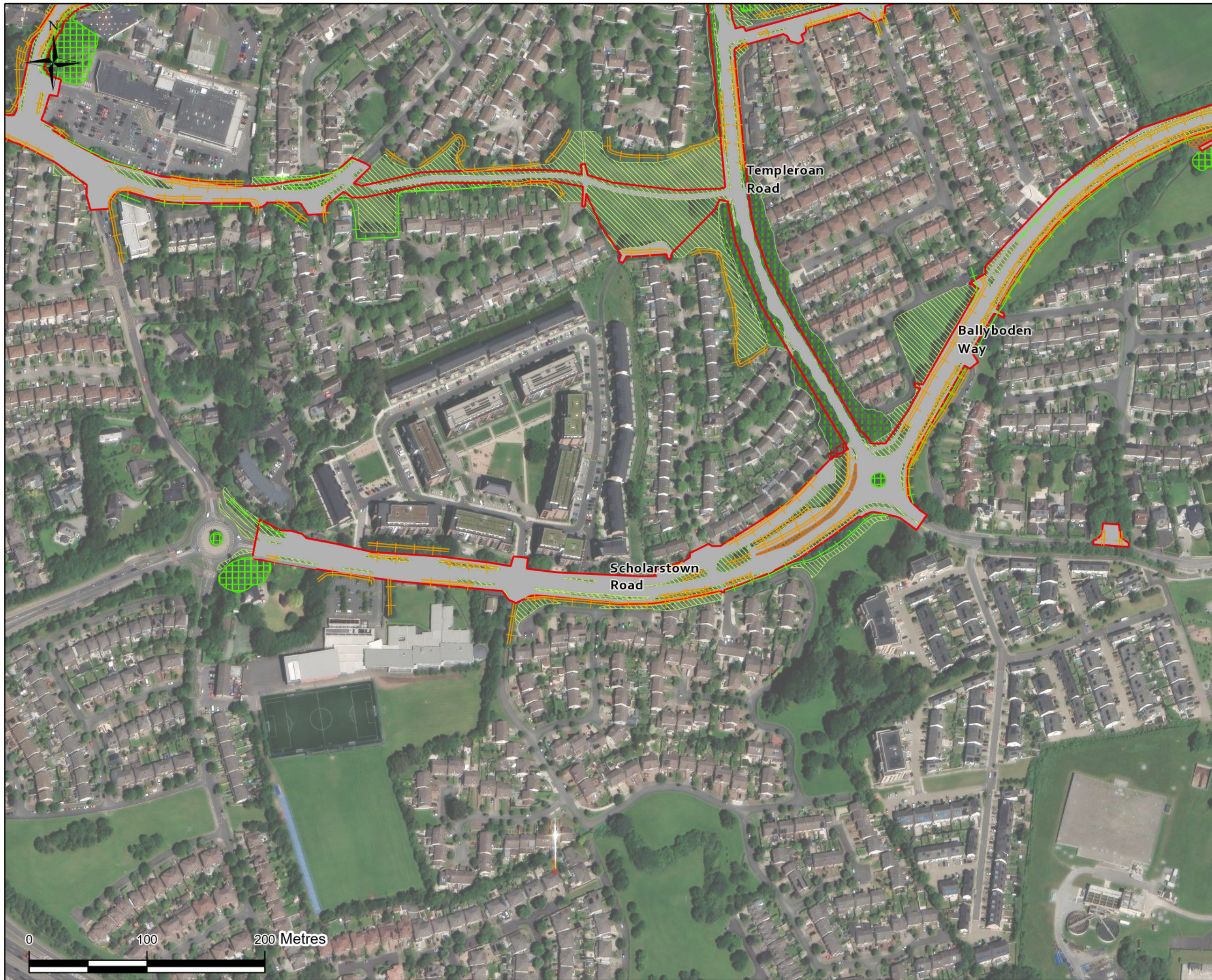
SITE LOCATION - NOT TO SCALE

Habitat Map

Project Title
Knocklyon to Ballyboden Active Travel Scheme

| | | |
|-----------------------|-----------------------------|--------------------|
| Project No. 251045 | Drawing No. Figure 5-2-2 | Scale 1:3,000 |
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Map Legend

- Study Area
- BL1 - Stone Walls and Other Stone Work
- WL1 - Hedgerows
- WL2 - Treelines
- BC4 - Flower Beds and Borders
- BL3 - Buildings and Artificial Surfaces
- GA2 - Amenity Grassland (Improved)
- GS2 - Dry Meadows and Grassy Verge
- WD1 - (Mixed) Broadleaved Woodland
- WD5 - Scattered Trees and Parkland
- WS1 - Scrub

Spatial Reference
Name: IRENET95 Irish Transverse Mercator
Datum: IRENET95
Projection: Transverse Mercator

SITE LOCATION - NOT TO SCALE

Habitat Map

Project Title
**Knocklyon to Ballyboden
Active Travel Scheme**

| | | |
|-----------------------|-----------------------------|--------------------|
| Project No. 251045 | Drawing No. Figure 5-2-3 | Scale 1:3,000 |
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Map Legend

- Study Area
- BL1 - Stone Walls and Other Stone Work
- WL1 - Hedgerows
- WL2 - Treelines
- BL3 - Buildings and Artificial Surfaces
- GA2 - Amenity Grassland (Improved)
- GS2 - Dry Meadows and Grassy Verge
- WD1 - (Mixed) Broadleaved Woodland
- WD5 - Scattered Trees and Parkland
- WS1 - Scrub
- WFD Rivers

Spatial Reference
Name: IRENET95 Irish Transverse Mercator
Datum: IRENET95
Projection: Transverse Mercator

Habitat Map

Project Title
Knocklyon to Ballyboden Active Travel Scheme

| | | |
|-----------------------|-----------------------------|--------------------|
| Project No. 251045 | Drawing No. Figure 5-2-4 | Scale 1:3,000 |
| Drawn By JB | Checked By DM | Date 11/12/2025 |

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SITE LOCATION - NOT TO SCALE

5.4

Identification of Key Ecological Receptors

Table 5-3 lists all identified Key Ecological Receptors (KERs) and assigns them an ecological importance in accordance with the Guidelines for Assessment of Ecological Impacts on National Road Schemes (TII, 2009). This table also provides the rationale for this determination.

Table 5-3: Importance of Ecological Receptors

| Ecological Receptor | Rationale | KER (Y/N) |
|---|---|-----------|
| Designated Sites | | |
| European Designated Sites | <p>No potential pathway for significant effects has been identified (see also the Appropriate Assessment Screening Report that accompanies the application).</p> <p>No potential for significant effects on European Sites has been identified, and these sites will therefore not be considered further within this EcIA.</p> | No |
| Nationally Designated Sites | No potential for significant effects on Nationally Designated Sites has been identified, and these sites will therefore not be considered further within this EcIA. | No |
| Habitats, Flora and Fauna | | |
| Habitats of Local Importance (Higher value) (Mixed) Broadleaved Woodland (WD1) | This habitat is assessed as being of Local Importance (Higher value) given its capacity to provide for nesting, foraging and refuge for local fauna. However, due to the isolated nature of this habitat, and as the Proposed Development will not result in a loss of this habitat, this habitat has not been identified as a KER. | No |
| Habitats of Local Importance (Higher value) Scattered Trees and Parkland (WD5) | This habitat is assessed as being of Local Importance (Higher value) given its capacity to provide for nesting, foraging and refuge for local fauna. However, due to the relatively small area of this habitat, and as the Proposed Development will not result in a loss of this habitat, this habitat has not been identified as a KER. | No |
| Habitats of Local Importance (Higher value) Treelines (WL2) | This habitat is assessed as being of Local Importance (Higher value) , given the important ecological value it provides to the urban environment, creating ecological corridors for species to move across the landscape. The proposed Active Travel scheme will result in some loss of trees scattered along roadsides. On a precautionary basis, it been included as a KER. | Yes |

| | | |
|--|--|-------------------|
| <p>Habitats of Local Importance (Higher value)</p> <p>Hedgerows (WL1)</p> | <p>This habitat is assessed as being of Local Importance (Higher value), given the ecological value it provides to the urban environment, creating ecological corridors for species to move across the landscape. The proposed Active Travel scheme will include for the maintenance and cutback of hedgerows, particularly along Ballyboden Way and the removal of small sections of hedgerow along the two proposed links off Ballyboden Way to Templeroan and The Lawn, Boden Park. Therefore, hedgerows have been included as a KER.</p> | <p>Yes</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Improved Amenity Grassland (GA2)</p> | <p>This habitat is assessed as being of Local Importance (Lower value) as it is highly modified and widespread in the wider landscape. The Proposed Development will see the temporary, partial removal of this habitat and subsequent reinstatement, with minimal loss as a result of the proposed infrastructure footprint. It has not been identified as a KER.</p> | <p>No</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Dry meadows and Grassy Verges (GS2)</p> | <p>This habitat is assessed as being of Local Importance (Lower value) as it is a semi-natural habitat and is widespread in the wider landscape. It has not been identified as a KER.</p> | <p>No</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Scrub (WS1)</p> | <p>This habitat is assessed as being of Local Importance (Lower value) given its capacity to provide for nesting, foraging and refuge for local fauna. However, due to the relatively small area and isolated nature of this habitat, it has not been identified as a KER.</p> | <p>No</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Buildings and artificial surfaces (BL3)</p> | <p>These habitats are assessed as being of Local Importance (Lower value) as this habitat is highly modified as well as being common and widespread in the local and wider landscape. For these reasons, this habitat has not been identified as a KER.</p> | <p>No</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Stone Walls (BL1)</p> | <p>These habitats are assessed as being of Local Importance (Lower value) as this habitat is highly modified as well as being common and widespread in the local and wider landscape. For these reasons, this habitat has not been identified as a KER.</p> | <p>No</p> |
| <p>Habitats of Local Importance (Lower value)</p> <p>Flower Beds and Borders (BC4)</p> | <p>These habitats are assessed as being of Local Importance (Lower value) as this habitat is highly modified as well as being common in the local and wider landscape. Due to the relatively small area of this habitat, and its modified nature, this habitat has not been identified as a KER.</p> | <p>No</p> |

| | | |
|---|---|------------|
| <p>Bats – Local Importance (Higher value)</p> | <p>Overall, the proposed Active Travel Scheme was regarded as having <i>Low</i> suitability for commuting bats, primarily due to the presence of linear habitats that provide connectivity within the landscape. The site was assigned <i>Low</i> suitability for foraging bats as it primarily consists of modified artificial habitats.</p> <p>No PRFs were recorded within any of the trees designated for removal during the ecological walkover of the Proposed Scheme. Therefore, the site was regarded as having <i>Negligible</i> bat roosting suitability.</p> <p>Based on the results of the desktop study, it is likely that one or more bat species – such as soprano pipistrelle (<i>Pipistrellus pygmaeus</i>), common pipistrelle (<i>Pipistrellus pipistrellus</i> sensu lato), and Leisler’s bat (<i>Nyctalus leisleri</i>) – which are common in urban areas, are utilising the site for foraging and commuting. As such, bat species have been identified as of Local Importance (Higher Value).</p> <p>During the operational phase, the proposed Active Travel Scheme is not expected to result in any significant changes to existing lighting conditions. The route will primarily utilise standard street lighting already in place along roads, designed to provide safe visibility for pedestrians, cyclists, and vehicles while complying with Irish national standards for public road lighting. No additional or intensively illuminated structures are proposed, and therefore, no significant impacts on local amenity or ecological receptors are anticipated.</p> <p>No significant effects on bats are anticipated as a result of the proposed Active Travel Scheme. There will be minimal tree removal, and no features of high importance for bats were identified within the site. For these reasons, bats have not been identified as a KER.</p> | <p>No</p> |
| <p>Birds – Local Importance (Higher value)</p> | <p>Based on the information identified within the desk study, and the assessment of the habitats during the multidisciplinary walkover survey, bird species have been identified as of Local Importance (Higher Value).</p> <p>The broadleaf woodland, scrub, scattered trees and parkland and treeline/hedgerow habitats within the scheme provide suitable nesting habitat for birds.</p> <p>The proposed Active Travel Scheme will result in the temporary loss of amenity grassland habitats, which provide some foraging resources for local bird populations. In addition, there will be minor losses of hedgerow habitats and approximately 30 trees, primarily within roadside treelines. All hedgerows scheduled for removal will be replanted with native species, and treelines will be supplemented with the planting of 133 new trees along the route during the construction phase. If vegetation or tree removal were to occur during the bird breeding season, there is potential for disturbance or mortality, which could affect breeding success.</p> | <p>Yes</p> |

| | | |
|---------------------------------|---|-----|
| | Temporary construction activities may also cause indirect effects on birds through habitat displacement or disturbance from increased noise and visual activity. Birds are therefore included as a KER for further assessment. | |
| Other Fauna | <p>No breeding or resting sites for protected mammal species were identified within the Proposed Development site, and no evidence of their presence was recorded during surveys.</p> <p>While construction activities may temporarily increase noise and human activity in the area, the Proposed Development is located in an urban environment along busy roads, where any local fauna are likely habituated to regular anthropogenic noise.</p> <p>Given the temporary nature and limited scale of the works, any disturbance to mammals is expected to be minimal and not significant. Therefore, no impacts to protected mammal species are predicted, and they have not been identified as Key Ecological Receptors (KERs).</p> | No |
| Invasive Species | <p>No invasive species listed under the Third Schedule of the <i>European Communities Regulations 2011</i> (S.I. 477 of 2015) or the First Schedule of the <i>European Union (Invasive Alien Species) Regulations 2024</i> (S.I. No. 374 of 2024) were recorded during surveys. Several invasive plant species of high and medium ecological impact (as per TII guidance) were present within the Study Area.</p> <p>Although there is no statutory requirement to manage these species, they are capable of spreading quickly, forming large, dense monocultures, excluding native vegetation; however, given the temporary nature and limited scale of the works, the risk of spread is negligible. Therefore, no impacts to native habitats are predicted, and invasive species have not been identified as Key Ecological Receptors (KERs).</p> | No |
| Water Quality | | |
| Local Importance (Higher value) | <p>The proposed Active Travel Scheme construction will consist of minor road realignment works, paving and the introduction of a barrier for the protection of vulnerable road users. It will be used by non-motorised traffic during operation.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme is conveyed via stormwater drains, which discharge to adjacent watercourses. The proposed works will tie into the existing stormwater infrastructure, and surface water will continue to be discharged via the existing drainage network. During works, construction depths and drainage excavations will be limited to the existing construction formation and drainage levels.</p> | Yes |

| | | |
|--|--|--|
| | <p>Whilst the proposed construction works do not have the potential to significantly impact on water quality or on aquatic receptors in proximity to the Site, including the two watercourses crossed by the Proposed Scheme, water quality has been considered further.</p> <p>On a precautionary basis, water quality has been included as a KER.</p> | |
|--|--|--|

6. ECOLOGICAL IMPACT ASSESSMENT

6.1 Do Nothing Impact

The Study Area currently comprises of *Buildings and Artificial Surfaces (BL3)*, *Improved Amenity Grassland (GA2)*, *Dry Meadows and Grassy Verges (GS2)*, *Flower Beds and Borders (BC4)*, *Stone Walls (BL1)*, *(Mixed) Broadleaved Woodland (WD1)*, *Scattered Trees and Parkland (WD5)*, *Hedgerows (WL1)*, *Treelines (WL2)*, and *Scrub (WS1)* habitats. If the proposed Active Travel Scheme were not to proceed, the area would likely remain in a very similar condition, maintained as managed urban habitats, and the ecological value of the site would remain much unchanged.

6.2 Likely Significant Effects During Construction Phase

6.2.1 Effects on Habitats during Construction

The proposed works will take place within areas of the site that comprise existing patches of *Improved amenity grassland (GA2)* with areas of *Dry meadows and grassy verges (GS2)*, *Hedgerows (WL1)*, and *Treelines (WL2)* also present. None of the habitats within the works areas corresponds to habitats listed on Annex I of the EU Habitats Directive.

The proposed Active Travel Scheme will result in the loss of 30 trees, predominantly scattered within treelines along roadsides. This will result in a small temporary degradation of the habitat during construction. However, 133 new trees will be planted along the route during the construction phase, to bolster existing treelines or create new ones along road verges. No significant effects on these habitats are anticipated as a result of the Proposed Development.

As part of the delivery of the proposed Active Travel Scheme, sections of hedgerow along Ballyboden Way will be selectively cut back to facilitate the provision of the cycle path. In this location, existing hedgerows are overgrown and encroach onto the current footpaths. Where required, hedgerows will be trimmed back to the original footpath boundaries. These works are comparable to routine maintenance and will be limited to the pruning of lateral growth. No removal of hedgerow trees is proposed. Additionally, an overgrown *Hypericum* hedgerow located along the verge between the carriageway and the cycle path on the northern side of Ballyboden Way will also be trimmed in both height and width. The hedgerow is currently approximately 2 m in height and will be reduced to approximately 1 m to improve visibility and sightlines along the adjacent cycle lane.

In addition, limited sections of hedgerow will be removed at the two proposed connections between Ballyboden Way and Templeroan Avenue, and between Ballyboden Way and The Lawn, Boden Park, to facilitate the provision of new pedestrian linkages. This will result in the removal of approximately 4 m of hedgerow at each location (refer to Drawing *O2B-ARU-XX-XX-DR-C-0100-19*, **Appendix 1**). The hedgerows at these locations were dense, scrubby and comprised hawthorn with abundant bramble and ivy, frequent immature beech and sycamore, and occasional sections of non-native cherry laurel, with ground flora largely absent, apart from sparse ivy and bramble.

Any hedgerow enhancement or replanting will utilise native, pollinator-friendly species selected to provide nectar resources for a range of pollinating insects and to enhance overall biodiversity within the Study Area, in accordance with the objectives of the *All-Ireland Pollinator Plan 2021–2025* (NBDC, 2021). No significant long-term effects arising from the proposed maintenance of hedgerows within the site are anticipated.

The Proposed Development will result in the permanent removal of approximately 8 m of hedgerow habitat, in two 4 m sections along Ballyboden Way. This loss of hedgerow habitat, within its urban context, is not considered significant at any geographical scale.

Overall, there will be neutral effects on all the habitats identified within the Study Area, as minimal losses are anticipated, with positive effects expected on treelines and scattered trees and parkland habitats in the long term, as 133 new trees will be planted along the route, resulting in a net increase of 103 trees.

6.2.2 Effects on Water Quality

The Proposed Development will include the construction of cycle lanes and upgraded footpaths within existing road curtilage, as well as some road realignments.

The proposed construction works are expected to be comparable in nature, scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities. All works will employ conventional construction plant and equipment, with appropriate traffic management and environmental protection measures in place to minimise impacts on surrounding areas, including noise, dust, and temporary disruption to users.

Construction depth and drainage excavation will be limited to existing construction formation and drainage levels on existing roads. All works are designed to prevent direct surface water runoff to adjacent watercourses. Permeability links constructed through grass verges will involve shallow excavations, as these areas are intended for pedestrian and cyclist use only and not for vehicular traffic. Where the proposed route crosses rivers, existing bridges will be utilised, avoiding any in-stream construction or disturbance.

Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains, which discharge to adjacent watercourses – the Orlagh Stream (IE_EA_09D010620) and the Owenadoher River (IE_EA_09O011700) – which in turn, discharge into the River Dodder (IE_EA_09D010620). The proposed works will tie into the existing stormwater infrastructure, and surface water will continue to be discharged via the existing drainage network. The incorporation of Sustainable Drainage Systems (SuDS) within the development design will help manage surface water runoff, reducing infiltration and percolation to the existing drainage network.

Any potential effects anticipated on surface water quality as a result of the Proposed Development construction will be minor and temporary in nature. No significant effects are anticipated on any aquatic receptors, including the two watercourses crossed by the Scheme. On a precautionary basis, the following pollution prevention measures will be implemented, in line with best practice, to reduce any potential impacts on water quality:

Environmental Monitoring

- The contractor will assign a member of the site staff as the environmental officer. Any environmental incidents or non-compliance issues will immediately be reported to the project team.

Pollution Prevention

- Excavated spoil (if any) will be stockpiled and contained entirely within the confines of the site boundaries.
- During earthwork activities, the following mitigations will be adhered to:
 - Material that is not re-used will be transported off site to a designated waste facility.
 - Stockpiling will be limited to areas where the ground is stable and well drained. Stockpiles will be located where the risk of water quality deterioration is minimal and will also have an adequate buffer (>10 m) from aquatic zones.
 - Exposed surfaces will be re-vegetated as soon as possible following construction.

- Earthworks will not be carried out in close proximity to watercourses during periods of heavy rainfall.
- All excavated material will be removed to suitable stockpile areas. The volume of material to be managed is anticipated to be minor due to the nature and extent of works.
- Daily monitoring and inspections of site drainage during construction will be completed by the appointed environmental officer;
- Good construction practices, such as wheel washers and regular plant maintenance, will ensure minimal risk. The Construction Industry Research and Information Association (CIRIA) provide guidance on the control and management of water pollution from construction sites (*Control of Water Pollution from Construction Sites, guidance for consultants and contractors*, CIRIA, 2001), which provides information on these issues. This will ensure that surface water arising during the course of construction activities will contain minimal sediment.

Cement Based Products

- No batching of wet-cement products will occur on site.
- Ready-mixed supply of wet concrete products and where possible, emplacement of pre-cast elements, will take place.
- Where possible, pre-cast elements for concrete works will be used.
- Where concrete is delivered on site, only chute cleaning will be permitted, using the smallest volume of water possible.
- No discharge of cement contaminated waters to the construction phase drainage system or directly to any artificial drain or watercourse will be allowed.
- Use weather forecasting to plan dry days for pouring concrete.
- Ensure pour site is free of standing water and plastic covers will be ready in case of sudden rainfall event.

Waste Management

- All waste will be collected in skips, and the site will be kept tidy and free of debris at all times.
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling.
- All construction waste materials will be stored within the confines of the site, prior to removal from the site to a permitted waste facility.

Wastewater Disposal

- A self-contained port-a-loo with an integrated waste holding tank will be used at the site compounds, maintained by the providing contractor, and removed from site on completion of the construction works; No foul water will be discharged on-site during the construction.

Applicable guidance to be followed

Good practice guidelines on the control of water pollution from construction sites developed by CIRIA in particular; *Masters-Williams et al. (2001). Control of Water Pollution from Construction Sites, guidance for consultants and contractors, C532 Construction Industry Research and Information.*

Whilst no significant impacts on water quality are anticipated due to the nature and scale of the Proposed Development, the implementation of the preventive measures described above will minimise the risk of any potential impacts on water quality. No significant residual effects are anticipated on water quality as a result of the construction of the proposed Active Travel Scheme.

6.2.3 Effects on Fauna during Construction

The effects of habitat loss and disturbance to faunal KER species during the construction phase of the development is considered in this section. The following faunal species have been identified as KERs

for further assessment in the following subsections:

➤ **Birds**

6.2.3.1 Assessments of Potential Impacts on Birds

The construction of the proposed Active Travel Scheme will result in the temporary loss of amenity grassland habitats that provide some foraging resource for local birds, as well as the loss of hedgerow habitat and individual trees across the scheme. These habitats are common and widespread in the land surrounding the site and the temporary loss of nesting and foraging habitat is not considered significant at any geographic scale as it is likely that birds currently utilising the Study Area would simply be displaced to available suitable habitat in the wider area for the duration of construction. However, if vegetation clearance coincided with the bird nesting season (March – September), there is a potential for direct mortality to nesting birds to occur. This would be significant at a local geographic scale.

6.2.3.1.1 Mitigation

To avoid mortality and/or disturbance impacts to nesting birds, vegetation clearance will be undertaken outside the bird nesting season which runs from the 1st of March to the 31st of August. Any cutting/pruning or clearance of woody or scrubby vegetation that may be required outside the season described above will be preceded by a pre-commencement survey by a suitably qualified ecologist to ensure that no bird nests are present. Should nesting birds be encountered, the trees/vegetation will be left until nesting activity has ceased.

With the implementation of mitigation measures outlined above, no significant residual effects are anticipated on local bird populations as a result of the construction of the proposed Active Travel Scheme.

6.3 Likely Significant Effects During Operational Phase

There will be no additional habitat loss associated with the operational phase of the proposed Active Travel Scheme. No direct or indirect impacts on adjacent habitats are considered likely as a result of the operational phase of the proposed Active Travel Scheme. No wastewater will be produced and any surface water will be comparable with the existing baseline, as the scheme is aimed at non-motorised traffic. The operation of the proposal, therefore, will not have a significant impact on habitats and species at any geographic scale.

6.4 Impacts on Designated Sites

6.4.1 European Designated Sites

The proposed Active Travel Scheme is located completely outside the boundary of any European site.

In relation to European sites, an Appropriate Assessment Screening Report has been prepared to provide the competent authorities with the information necessary to complete an Appropriate Assessment for the proposed Active Travel Scheme in compliance with Article 6(3) of the Habitats Directive.

The AASR concluded as follows: *‘Following an examination, analysis and evaluation of the relevant data and information set out within this Screening Report, it can be concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light*

of the conservation objectives of the relevant European sites, that the proposed Active Travel Scheme, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites’.

Given that no potential pathway for significant effects on European Sites has been identified, there is no requirement for Appropriate Assessment or the preparation of a Natura Impact Statement (NIS).

6.4.2

Impacts on Nationally Designated Sites

Impacts on nationally designated sites including NHAs and pNHAs are considered in this section of the report. Where such sites are also designated as SACs or SPAs (European Sites) they have been assessed and considered under that designation.

There are no NHAs within the potential zone of influence of the proposed Active Travel Scheme. There is no potential for direct or indirect effects on pNHA as no pathways for effect were identified as a result of the proposed Active Travel Scheme. Significant effects on Nationally Designated Sites are not anticipated.

7.

CUMULATIVE IMPACT ASSESSMENT

The Proposed development site was considered in combination with other plans and projects in the area that could result in cumulative impacts on the KERs identified in Section 5.4 of this report, including European Designated Sites and Nationally designated sites. This included a review of online Planning Registers and served to identify past, present and future plans and projects, their activities and their predicted environmental effects.

7.1

Assessment of Plans

The following development plans have been reviewed and taken into consideration as part of this assessment:

- South Dublin County Council Development Plan 2022-2028
- Regional Spatial and Economic Strategy 2019 - 2031
- 4th National Biodiversity Action Plan 2023-2027

The review focused on policies and objectives that relate to designated sites for nature conservation, biodiversity and protected species. An overview of the search results with regard to plans is provided in **Table 7-1**.

Potential for in-combination effects in relation to European Sites are considered within the AA Screening Report that accompanies this application.

Table 7-1: Assessment of Development Plans

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
|--|---|---|
| South Dublin County Council Development Plan 2022 - 2028 | <p>Policy SM1: Overarching – Transport and Movement</p> <ul style="list-style-type: none"> SM1 Objective 1: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets. <p>Policy SM2: Walking and Cycling</p> <ul style="list-style-type: none"> SM2 Objective 2: To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures. SM2 Objective 3: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas. SM2 Objective 4: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers. SM2 Objective 6: To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained in the National Cycle Manual or any updated guidance and to promote off-road cycle infrastructure where feasible, subject to any design having regard to environmental sensitivities. SM2 Objective 14: To ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessments. <p>Policy NCBH2: Biodiversity</p> <ul style="list-style-type: none"> NCBH2 Objective 1: To support the implementation of the National Biodiversity Action Plan (2017- 2021) and the All-Ireland Pollinator Plan (2021-2025) and to support the adoption and implementation of the South Dublin County Biodiversity Action Plan (2020-2026) and Pollinator Action Plan (2021-2025) and any superseding plans. | <p>The development plan was reviewed, with particular reference to Policies and Objectives that relate to biodiversity, protected species and designated sites.</p> <p>All relevant biodiversity legislation is being adhered to, and there will be no impact on biodiversity as a result of the Proposed Development. A comprehensive Screening for Appropriate Assessment has been submitted along with this application in which cumulative impacts with regard to European Sites is assessed.</p> <p>No potential for cumulative impacts on ecological receptors when considered in conjunction with the Proposed Development were identified.</p> <p>No potential for significant in-combination effects on biodiversity was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <ul style="list-style-type: none"> • NCBH2 Objective 2: To ensure the protection of designated sites in compliance with relevant EU Directives and applicable national legislation. • NCBH2 Objective 3: To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive. • NCBH2 Objective 4: To protect our rivers and in particular to avoid overdevelopment which could have an adverse effect on the biodiversity and ecosystems of the river. <p>Policy NCBH3: Natura 2000 Sites</p> <ul style="list-style-type: none"> • NCBH3 Objective 1: To prevent development and activities that would adversely affect the integrity of any Natura 2000 site located within or adjacent to the County and promote the favourable conservation status of the habitats and species integral to these sites. • NCBH3 Objective 2: To ensure that plans, including land use plans, will only be adopted, if they either individually or in combination with existing and / or proposed plans or projects, will not have a significant adverse effect on a European Site, or where such a plan is likely or might have such a significant adverse effect (either alone or in combination), South Dublin County Council will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92 / 43 / EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the plan will not adversely affect the integrity of any European site, will South Dublin County Council adopt the plan, incorporating any necessary mitigation measures. A plan which could adversely affect the integrity of a European site may only be adopted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation. • NCBH3 Objective 3: To ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and / or proposed plans or projects, will not have a significant adverse effect on a European Site, or where such a development proposal is likely or might have such a significant adverse effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92 / 43 / EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the planning authority agree to | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <p>the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.</p> <p>Policy NCBH4: Proposed Natural Heritage Areas</p> <ul style="list-style-type: none"> • NCBH4 Objective 1: To ensure that any proposal for development within or adjacent to a proposed Natural Heritage Area (pNHA) is designed and sited to minimise its impact on the biodiversity, ecological, geological and landscape value of the pNHA particularly plant and animal species listed under the Wildlife Acts and the Habitats and Birds Directive including their habitats. • NCBH4 Objective 2: To restrict development within or adjacent to a proposed Natural Heritage Area to development that is directly related to the area's amenity potential subject to the protection and enhancement of natural heritage and visual amenities including biodiversity and landscapes. Such developments will be required to submit an Ecological Impact Assessment prepared by a suitably qualified professional. • NCBH4 SL01: To promote opportunities to improve the habitat relating to the Lugmore Glen pNHA and to ensure that any proposals for development have full regard to the sensitivities of the area within the pNHA and along the Tallaght Stream. <p>Policy NCBH5: Protection of Habitats and Species Outside of Designated Areas</p> <p>Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.</p> <ul style="list-style-type: none"> • NCBH5 Objective 1: To ensure that development does not have a significant adverse impact on biodiversity, including known rare and threatened species, and that biodiversity enhancement measures are included in all development proposals. • NCBH5 Objective 2: To ensure that an Ecological Impact Assessment is undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals. | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <p>Policy NCBH10: Invasive Species</p> <p>Protect against and prevent the introduction and spread of invasive species within the County and require landowners and developers to adhere to best practice guidance in relation to the control of invasive species.</p> <ul style="list-style-type: none"> • NCBH10 Objective 1: To ensure that development proposals do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, applicants should submit a control and management programme with measures to prevent, control and / or eradicate the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477 / 2011). • NCBH10 Objective 2: To ensure that the Council promptly and appropriately treats invasive species such as Japanese Knotweed, including where notified by members of the public that such species, located on public lands, pose a potential threat to property. <p>Policy NCBH11: Tree Preservation Orders and Other Tree / Hedgerow Protections</p> <p>Review Tree Preservation Orders (TPO) within the County and maintain the conservation value of trees and groups of trees that are the subject of a Tree Preservation Order while also recognising the value of and protecting trees and hedgerows which are not subject to a TPO.</p> <ul style="list-style-type: none"> • NCBH11 Objective 1: To review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order. • NCBH11 Objective 2: To regularly evaluate and identify trees of amenity value within the County with a view to making them the subject of Tree Preservation Orders or otherwise protecting them and to furnish information to the public in this regard. • NCBH11 Objective 3: To protect and retain existing trees, hedgerows, and woodlands which are of amenity and / or biodiversity and / or carbon sequestration value and / or contribute to landscape character and ensure that proper provision is made for their protection and management taking into account Living with Trees: South Dublin County Council's Tree Management Policy (2015-2020) or any superseding document and to ensure that where retention is not possible that a high value biodiversity provision is secured as part of the phasing of any development to protect the amenity of the area. | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <ul style="list-style-type: none"> • NCBH11 Objective 4: To protect the hedgerows of the County, acknowledging their role as wildlife habitats, biodiversity corridors, links within the County's green infrastructure network, their visual amenity and landscape character value and their significance as demarcations of historic field patterns and townland boundaries. (Refer also to Chapter 4: Green Infrastructure). • NCBH11 Objective 5: To ensure that intact hedgerows / trees will be maintained above the 120m contour line within the County ensuring that the strong rural character will not be diluted and that important heritage features and potential wildlife corridors are protected. <p>Policy GI1: Green Infrastructure - Overarching: Protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting, enhancing and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams that provide a shared space for amenity and recreation, biodiversity protection, water quality, flood management and adaptation to climate change.</p> <ul style="list-style-type: none"> • GI1 Objective 1: To establish a coherent, integrated and evolving GI Network across South Dublin County with parks, open spaces, hedgerows, trees including public street trees and native mini woodlands (Miyawaki-Style), grasslands, protected areas and rivers and streams and other green and blue assets forming strategic links and to integrate and incorporate the objectives of the GI Strategy throughout all relevant land use plans and development in the County • GI1 Objective 3: To facilitate the development and enhancement of sensitive access to and connectivity between areas of interest for residents, wildlife and biodiversity, and other distinctive landscapes as focal features for linkages between natural, semi natural and formalised green spaces where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites and protected habitats outside of Natura 2000 sites. <p>Policy GI2: Biodiversity: Strengthen the existing Green Infrastructure (GI) network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County as part of South Dublin County Council's commitment to the National Biodiversity Action Plan 2021-2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the Eastern and Midlands Region Spatial and Economic Strategy (RSES).</p> | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <ul style="list-style-type: none"> • GI2 Objective 1: To reduce fragmentation and enhance South Dublin County's GI network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider GI Network. • GI2 Objective 2: To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process, such proactive approach to include provision to inspect development sites post construction to ensure hedgerow coverage has been protected as per the plan. • GI2 Objective 5: To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site and to take a proactive approach to protection and enforcement. • GI2 Objective 7: To enhance the biodiversity value of publicly owned hard infrastructure areas by incorporating the planting of new trees, grasses and other species, thereby integrating this infrastructure into the overall GI network. | |
| Regional Spatial and Economic Strategy 2019 - 2031 | <p>Biodiversity and Natural Heritage</p> <p>RPO 7.16: Support the implementation of the Habitats Directives in achieving an improvement in the conservation status of protected species and habitats in the Region and to ensure alignment between the core objectives of the EU Birds and Habitats Directives and local authority development plans.</p> <p>RPO 7.17: Facilitate cross boundary co-ordination between local authorities and the relevant agencies in the Region to provide clear governance arrangements and coordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites whilst also addressing the need for management of alien invasive species and the conservation of native species.</p> <p>RPO 7.18: Work with local authorities and state agencies to promote the development of all aspects of park management in the Wicklow National Park and the Slieve Bloom Mountains.</p> | <p>The development plan was reviewed, with particular reference to Policies and Objectives that relate to the biodiversity, protected species and designated sites.</p> <p>All relevant biodiversity legislation is being adhered to, and there will be no impact on biodiversity as a result of the Proposed Development. A comprehensive Screening for Appropriate Assessment has been submitted along with this application in which cumulative impacts with regard to European Sites is assessed.</p> <p>No potential for cumulative impacts when considered in conjunction with the Proposed Development were identified.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <p>RPO 7.19: Support the consideration of designating a National Park for the peatlands area in the Midlands.</p> <p>RPO 7.20: Promote the development of improved visitor experiences, nature conservation and sustainable development activities within the Dublin Bay Biosphere in cooperation with the Dublin Bay UNESCO Biosphere Partnership.</p> <p>RPO 7.22: Local authority development plan and local area plans, shall identify, protect, enhance, provide and manage Green Infrastructure in an integrated and coherent manner and should also have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species.</p> | <p>No potential for significant in-combination effects on biodiversity was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |
| 4th National Biodiversity Action Plan 2023-2027 | <p>Ireland's 4th National Biodiversity Action Plan 2023-2030 (Department of Housing, Local Government and Heritage, 2024) (the "NBAP"). The NBAP strives for a "whole of government, whole of society" approach to the governance and conservation of biodiversity. It demonstrates Ireland's continuing commitment to meeting and acting on its obligations to protect Ireland's biodiversity for the benefit of future generations and will implement this through a number of key targets, actions and objectives. The Wildlife (Amendment) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the NBAP. The NBAP sets out five key objectives as follows.</p> <p>Objective 1: Adopt a Whole-of Government, Whole of-Society Approach to Biodiversity. Proposed actions include capacity and resource reviews across Government; determining responsibilities for the expanding biodiversity agenda providing support for communities, citizen scientists and business; and mechanisms for the governance and review of this National Biodiversity Action Plan.</p> <p>Objective 2: Meet Urgent Conservation and Restoration Needs. Supporting actions will build on existing conservation measures. Efforts to tackle Invasive Alien Species will be elevated. The protected area network will be expanded to include the Marine Protected Areas. The ambition of the EU Biodiversity Strategy will be considered as part of an evolving work programme across Government</p> | <p>The objectives set out in the NBAP aim to protect and enhance and promote biodiversity, nature restoration on the Island of Ireland and also contribute to International biodiversity initiative.</p> <p>No potential for cumulative impacts were identified upon review of the Plan in conjunction with the Proposed development.</p> <p>No potential for significant in-combination effects on biodiversity was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Protected Sites |
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| | <p>Objective 3: Secure Nature's Contribution to People. Actions highlight the relationship between nature and people in Ireland. These include recognising the tangible and intangible values of biodiversity, promoting nature's importance to our culture and heritage and recognising how biodiversity supports our society and our economy.</p> <p>Objective 4: Enhance the Evidence Base for Action on Biodiversity. This objective focuses on biodiversity research needs, as well as the development and strengthening of long-term monitoring programmes that will underpin and strengthen future decision-making. Action will also focus on collaboration to advance ecosystem accounting that will contribute towards natural capital accounts.</p> <p>Objective DS 10 – Impacts of Developments on Protected Sites Have regard to any impacts of development on or near existing and proposed Natural Heritage Areas, Special Protection Areas and Special Areas of Conservation, Nature Reserves, Ramsar Sites, Wildfowl Sanctuaries, Salmonoid Waters, Refuges for Flora and Fauna, Conamara National Park, shellfish waters, freshwater pearl mussel catchments and any other designated sites, including future designations.</p> <p>Objective 5: Strengthen Ireland's Contribution to International Biodiversity Initiatives. Collaboration with other countries and across the island of Ireland will play a key role in the realisation of this Objective. Ireland will strengthen its contribution to international biodiversity initiatives and international governance processes, such as the United Nations Convention on Biological Diversity.</p> | |

7.2

Assessment of Projects

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme forms part of a wider initiative to deliver a comprehensive walking and cycling route between Tallaght and Ballyboden. This active travel network comprises three interconnecting projects (Firhouse Road Active Travel Improvement Scheme; Knocklyon to Ballyboden Active and Sustainable Travel Scheme; Old Bawn Road Active Travel Scheme). Upon completion, these schemes will link directly to create a unified active travel network. It is noted that the three schemes, subject to planning, will be delivered separately.

The nature, scale and design of each of the three schemes are similar, consisting of localised, linear active travel improvements within the existing urban road network. In light of the staggered delivery of the projects, their comparable characteristics, and the lack of potential for significant effects identified for Knocklyon to Ballyboden Active and Sustainable Travel Scheme, no potential for significant cumulative effects on ecological receptors has been identified when considered alongside the other two Active Travel Schemes.

A search of relevant online Planning Registers, reviews of relevant documents, planning application details and planning drawings was undertaken and served to identify past and future projects, their activities, and their environmental impacts. All relevant projects were considered in relation to the potential for cumulative effects. All relevant data was reviewed (e.g., individual EISs/EIARs, layouts, drawings etc.) for all relevant projects where available. The projects considered include extensions to houses, retention permission, change of use, small alterations and the following:

- **Planning Ref: SD25A/0150** – Permission for: a) The demolition of the 4 no. existing shed structures on site within the curtilage of the protected structure. b) The retention, alteration and conversion of Scholarstown House (Protected Structure) into two no. residential units comprised of 1 no. 2-bed and 1 no. 3-bed units served by private open space in the form of ground floor terraces. The proposed works to Scholarstown House include but are not limited to internal re-configuration; the re-location of the staircase to its original location within the house; the removal of non-original features including the closing up of non-original openings; and the creation of a new door opening within the existing alcove, and the blocking up of a window opening both located on the northern elevation. c) The construction of an apartment block ranging in height from 3 to 5 storeys containing 55 no. apartment units comprised of 16 no. 1-bed apartments, 26 no. 2-bed apartments, and 13 no. 3-bed apartments all served by private open space in the form of balconies and/or ground floor terraces. d) The Proposed Development also includes residential amenities, car and cycle parking accessed via a new pedestrian and vehicular access off Orlagh Grove with the existing entrances on Scholarstown Road and Orlagh Grove being re-configured to provide for pedestrian and cycle access and all ancillary development works required to facilitate the development including but not limited to, plant rooms, a substation, bin stores, landscaping, boundary treatments and lighting. The Proposed Development comprises the carrying out of works to a protected structure: Scholarstown House (RPS Ref: 322). Decision due date 18/12/2025 (Active application). The AASR and EcIA for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site – overlapping Proposed Development area.
- **Planning Ref: LRD23A/0002** – The development will consist of the demolition of the existing former Institutional buildings and associated outbuildings (c.5,231 sq.m) and construction of a new residential development comprising 402 no. apartments (39 no. 1 beds, 302 no. 2 beds and 61 no. 3 beds) within 3 no. blocks ranging in height from 2 to 5 storeys over basement/lower ground floor. All residential units will be provided with associated private balconies/ terraces to the north/ south/ east/ west elevations. The development will include the following: Block A up to 5 storeys over basement/lower ground floor providing 118 no. units. Block B up to 5 storeys over basement providing 123 no. units. Block C up to 5 storeys over basement/lower ground floor providing 161 no. units. The development will also include a creche (c.656 sq.m) and 2 no. retail units (c.262 sq.m and c.97 sq.m) all located within Block A, along with c.322 sq.m of internal residential communal space located in Block C. The

development will include the provision of a new public park in the north of the site along Taylor's Lane. The development will include 290 no. car parking spaces and 1,054 no. cycle parking spaces provided at basement/surface level. The development will include for a revised vehicular access from Edmondstown Road and an emergency vehicular access from Taylor's Lane along with pedestrian/cyclist accesses to/from the site. The development will include for road improvement works along Edmondstown Road including the existing junction of Scholarstown Road/ Edmondstown Road. The development will include for all associated site development works, open spaces, landscaping, SuDs features, boundary treatments, plant areas, waste management areas/bin stores, car/cycle parking areas (including EV parking), and services provision (including ESB substation/kiosks). Permission granted after appeal on 23/09/2025. The AASR/NIS and EcIA for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site – overlapping Proposed Development area.

- **Planning Ref: SD24A/0265** – The Retention Planning Permission for the following as built alterations (previously granted layout Ref. No. SD20A/0095): (i) Change of use from Store Areas and Stairs Access to First Floor Level to Retail Area. (ii) Change of use from previously permitted Seating Area to Stores Area, relocated stairs to First Floor Store and public toilets accessed from the Retail Area. (iii) As constructed layout of Offices and Strong Room. (iv) As constructed lift to First Floor Store. (v) Increase in size of permitted Post Office Unit. (vi) Change of use from Retail Area to Seating Area. (vii) New Fire Escape Door on the Northern Elevation. (viii) Relocation of the existing fire escape door on the Eastern Elevation. (ix) As Constructed Canopy for the "Click and collect" facility on the Eastern side of the SuperValu Unit. (x) Relocation of the existing fire escape door and omission of the part of the Glazing permitted on the Southern Elevation. (xi) First Floor External cladding on the Southern and Western Elevation. (xii) Additional Cladding on the Western Facade of the Shopping Centre. (xiii) As constructed mono pitched glazed wind barrier on the Western side of the Entrance Tower to the SuperValu Unit. (xiv) As constructed location of the Trolley Bay on the on the Western side of the Entrance Tower to the SuperValu Unit. Permission granted 25/03/2025. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site: <100m.
- **Planning Ref: SD19A/0115** – Completion of works previously granted (SD11A/0254) to include: the construction of a PE hall, changing rooms, wc's, ancillary plant and storage; stage and fly tower to the existing assembly hall; 2 hard courts; improvements to existing paths, internal roadways; parking and drop off facilities; new entrance signage; 23 car parking spaces; bicycle parking; covered walkway; fencing; landscaping and associated site development works which lies within the curtilage of St. Mary's Convent, a Protected Structure; making good external walls to ancillary buildings to St. Mary's Convent; upgrade of access road as part of the improved access to the school; Retention of the previously granted demolition of a 1947 classroom wing; water tower and prefabs. Permission granted 10/04/2024. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site: <100m.
- **Planning Ref: SD20A/0140** – Permission for the construction of 2 grass playing pitches: pitch No.1 will measure some 145m long by 90m wide and pitch No.2 will measure some 133m long by 80m wide; club facilities including 4 changing rooms measuring 51sq.m each; storage facilities; function rooms; meeting rooms; physiotherapy facilities; kitchen facilities; wc and circulation space; site works include removal of existing hedgerows and trees; replanting areas; formation of a new pedestrian and vehicular entrance on Firhouse road; 67 car parking spaces; 24 bicycle spaces; perimeter pathway; fencing and attendant landscaping works. Permission granted 20/07/2021. The AASR and Ecological Impact Statement for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site: <100m.
- **Planning Ref: SD20A/0146** – Permission for the installation of a cluster of solar PV panels measuring approximately 65sq.m lying flat on the roof of the technology rooms measuring approximately 350sq.m. Permission granted 14/09/2020. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site: <100m.

- **Planning Ref: SHD3ABP-305878-19** – Permission for the Demolition of all existing structures on site which include a single storey dwelling known as 'Beechpark' (172sq.m), a 2 storey dwelling known as 'Maryfield' (182sq.m), with associated garage/shed (33.5sq.m) and associated outbuildings (47.1sq.m); and the construction of 590 residential units (480 Build-to-Rent apartment units and 110 Build-to-Sell duplex units and apartments), ancillary residential support facilities and commercial floorspace. The total gross floor space of the development is 51,252sq.m over a partial basement of 5,888sq.m (which principally provides car and bicycle parking, plant and bin stores). The 480 'Build-to-Rent' units will be provided in 8 blocks as follows: 7 blocks ranging in height from part 5 to part 6 storeys (Blocks B1-B5, C1 and C3) and 1 block ranging in height from part 4 to part 6 storeys (Block C2) and will comprise 246 one bed units and 234 two bed units. The 110 'Build-to-Sell' units will be provided in 9 duplex blocks which will be 3 storeys in height (Blocks A1-A9) and will comprise 55 two bed units and 55 three bed units. The development will also consist of the provision of a part 1 to part 2 storey ancillary amenity block (Block D1) (414sq.m) within the central open space which comprises a gymnasium, lobby, kitchenette and lounge at ground floor level and lounge at first floor level in addition to a roof terrace (facing north, south and west) to serve the 'Build-to-Rent' residents; a 2 storey retail/café/restaurant building (Block D2 - 657sq.m) comprising 2 retail units at ground floor level (328.5sq.m) and a café/restaurant unit at first floor level (328.5sq.m); a creche (438sq.m) within Block C2 at ground floor level; and a Management Suite (261sq.m) and café/restaurant (288sq.m) within Block C3 at ground floor level all at a 5.35 hectare site located north of Scholarstown Road incorporating dwellings known as 'Beechpark' and 'Maryfield', Scholarstown Road, Dublin 16, D16 X3X8 and D16 N6V6. Works are also proposed to Scholarstown Road and Woodfield junction including new traffic signals, the elimination of the left-turn slip-lane into Woodfield off Scholarstown Road, upgraded public lighting and upgraded cycle and pedestrian facilities on an area measuring 0.7 hectares, providing a total application site area of 6.05 hectares. Permission granted 09/03/2020. The EIAR and AASR/NIS for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects. Approx. distance from site – overlapping Proposed Development area.

7.3

Conclusion of Cumulative Assessment

Following the detailed assessment provided in the preceding sections, it is concluded that the proposed Active Travel Scheme will not result in any residual adverse effects on biodiversity or protected sites, their integrity or their conservation objectives when considered on its own. There is therefore no potential for the proposed Active Travel Scheme to contribute to any cumulative adverse effects when considered in combination with other plans and projects.

In the review of the projects that was undertaken, no connection that could potentially result in additional or cumulative impacts was identified. Neither was any potential for different (new) impacts resulting from the combination of the various projects and plans in association with the proposed Active Travel Scheme.

Taking into consideration the reported residual impacts from other plans and projects in the area and the predicted impacts with the current proposal, no residual cumulative impacts have been identified with regard to biodiversity.

8.

CONCLUSION

Following consideration of the residual effects (post mitigation) it is concluded that the proposed Active Travel Scheme will not result in any significant effects on any of the identified KERs. No significant effects on receptors of International, National, County Importance or Local importance (higher value) were identified.

The potential for effects on the European Designated Sites is fully described in Appropriate Assessment Screening Report that accompanies this application. The AASR concludes that in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed Active Travel Scheme, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites. Similarly, with the prescribed mitigations in place, there is no potential for impact on any nationally designated site.

Provided that the proposed Active Travel Scheme is constructed and operated in accordance with the design and best practice that is described within this application, significant individual or cumulative effects on ecology are not anticipated at the international, national, county, or local scales or on any of the identified KERs.

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APPENDIX 2

APPROPRIATE ASSESSMENT SCREENING REPORT

Article 6 (3) Appropriate Assessment Screening Report

Knocklyon to
Ballyboden Active and
Sustainable Travel Scheme





DOCUMENT DETAILS

Client: **South Dublin County Council (SDCC)**

Project Title: **Knocklyon to Ballyboden Active and Sustainable Travel Scheme**

Project Number: **251045**

Document Title: **Appropriate Assessment Screening Report**

Document File Name: **AASR - F - 251045 - 2026.01.15**

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1. INTRODUCTION

1.1 Background

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme is a project to be delivered by South Dublin County Council (SDCC), funded by the National Transport Authority (NTA). MKO has been commissioned by SDCC to provide the information necessary to allow the competent authority to conduct an Article 6(3) Screening for Appropriate Assessment of a proposed Active Travel Scheme located between Knocklyon and Ballyboden, in South Dublin County. The proposed development, which will be submitted under Part VIII of the Planning and Development Regulations (2001), as amended, and Part XI of the Planning and Development Act (2000), as amended, consists of new and upgraded cycle lanes and footpaths constructed on existing roadways and green spaces.

Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). Where it cannot be excluded that a project or plan, either alone or in combination with other projects or plans, would be likely to have a significant effect on a European site then same shall be subject to an Appropriate Assessment of its implications for the site in view of the site's conservation objectives. The current project is not directly connected with, or necessary for, the management of any European site consequently, the project has been subject to the Appropriate Assessment Screening process.

The Proposed Development consists of improvements to the public realm, walking and cycling infrastructure along Firhouse Road, Knocklyon Road, Templeroan Road, Ballyboden Way, Ballyboden Road and Scholarstown Road and several secondary links connecting the main corridor with residential streets and local trip attractors

The assessment in this report is based on a desk study and field surveys of the proposed development site. It specifically assesses the potential for the proposed development to result in significant effects on European sites in the absence of any best practice, mitigation, or preventative measures.

This Appropriate Assessment Screening Report (AASR) has been prepared in accordance with the following guidance:

- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010)
- Appropriate Assessment Screening for Development Management. Office of the Planning Regulator, OPR (2021).
- European Commission's Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2021)
- Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (EC, 2018)

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme is referenced as follows:

- For the purpose of this report, the term 'Study Area' or 'site' refers to the red line boundary, comprising the entire area shown in **Figure 2-1**.
- The proposed Active Travel Scheme Development, including all ancillary works, is referred to as 'the Active Travel Scheme' or 'the Proposed Development'.
- For the purpose of this report, the term 'Likely Zone of Impact' of the proposed development refers to the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. This is established on a case-by-case basis using the Source-Pathway-Receptor framework.

1.2

Screening for Appropriate Assessment

Screening is the process of determining whether an Appropriate Assessment is required for a plan or project. Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). The Habitats Directive and the associated Birds Directive (2009/147/EC) are transposed into Irish legislation by the Planning and Development Act 2000 and the Birds and Natural Habitats Regulations 2011¹. The legislative provisions for appropriate assessment screening for planning applications are set out in Section 177U of the 2000 Act (as amended). Where it cannot be excluded that a project or plan, either alone or in combination with other projects or plans, would be likely to have a significant effect on a European site² then same shall be subject to an Appropriate Assessment of its implications for the site in view of the site's conservation objectives.

Under Section 177U—(1) it states “A screening for appropriate assessment of a draft Land use plan or application for consent for proposed development shall be carried out by the competent authority to assess, in view of best scientific knowledge, if that Land use plan or proposed development, individually or in combination with another plan or project is likely to have a significant effect on the European site. The competent authority’s determination as to whether an Appropriate Assessment is required must be made on the basis of objective information and should be recorded. The competent authority may request information to be supplied to enable it to carry out screening. This AASR has been prepared in compliance with the provision of section 177U of the Planning & Development Act 2000 (as amended).

Where it cannot be excluded beyond reasonable scientific doubt at the Screening stage, that a proposed plan or project, individually or in combination with other plans and projects, would be likely to have a significant effect on the conservation objectives of a European site, an Appropriate Assessment is required. Where an Appropriate Assessment is required, the competent authority will require the applicant to prepare a Natura Impact Statement.

The term Natura Impact Statement (NIS) is defined in legislation. An NIS, where required, should present the data, information, and analysis necessary to reach a definitive determination as to 1) the implications of the plan or project, alone or in combination with other plans and projects, for a European site in view of its conservation objectives, and 2) whether there will be adverse effects on the integrity of a European site. The NIS should be underpinned by best scientific knowledge, objective information and by the precautionary principle.

1.3

Statement of Authority

This report has been prepared by David Mesarcik and reviewed by Sara Fissolo. David has 2 years of experience in ecological consultancy and holds a B.Sc. in Ecology and Evolutionary Biology and an Honours Degree in Terrestrial Ecology. Sara is a Project Ecologist at MKO with over 5 years of ecological consultancy experience and holds a B.Sc. in Ecology and Environmental Biology. This assessment was based on baseline ecological surveys conducted by David Mesarcik of MKO in November 2025.

¹ S.I. No 477/2011 - European Communities (Birds and Natural Habitats) Regulations

² Special Areas of Conservation (SAC) and Special Protection Areas (SPA)

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development is located in South Dublin, spanning the suburban areas of Firhouse, Ballyboden, and Knocklyon. The primary route of the scheme begins to the west at Firhouse Road and continues through Knocklyon Road, Dargle Wood Park, Templeroan Road, Scholarstown Road, Ballyboden Way and terminates to the east at the junction between Scholarstown and Edmondstown Road. The Active Travel Scheme consists of 4 km of mainline improvements and over 1.5 km of secondary link improvements through residential roads. The scheme will enhance sustainable travel links between these well-established communities and integrate with South Dublin's wider active travel network. The location of the Proposed Development is shown in **Figure 2-1**.

2.2 Characteristics of Proposed Development

2.2.1 Objectives of the Scheme

The purpose of the Active Travel Scheme, as set out by SDCC, is to improve the public realm and create a safer and more attractive environment for residents by implementing traffic calming measures and neighbourhood enhancement. Additionally, the scheme aims to make the area more accessible and liveable by improving pedestrian and cyclist accessibility, linking residential communities in Firhouse, Knocklyon and Ballyboden to trip generators such as schools and educational centres, recreation zones, employment and business hubs, and "third spaces."

There will also be links to the wider active travel network in the county by enhancing walking and cycling facilities. Upgrades will be made to existing junctions along the main route and secondary links, providing segregated cycling facilities through the junctions in addition to enhanced pedestrian crossings.

When the project is delivered, it will enhance the streetscape of the area, provide continuous walking and cycling infrastructure, and improve safety for all road users. The provision of safe, continuous, legible active travel infrastructure will be a catalyst for an increased number of journeys being made by walking, cycling, and public transport by:

- Encouraging modal shift by improving the public realm and fostering a safer, more attractive environment for residents through traffic calming measures and neighbourhood enhancement.
- Encouraging modal shift to walking and cycling as safe and convenient means of making local trips (work, school, college, recreation etc.) and creating a network of high-quality walking and cycling facilities.
- Developing secondary links in the vicinity of the main scheme to increase the usability of the main route by improving access and destination options.
- Improving the landscape along the route to enhance biodiversity and create a more pleasant environment for walking and cycling.
- Installing safe school treatments outside schools to create safe and welcoming environments that encourage walking and cycling to school and promote positive social interaction at the school gate.

- Ensuring the delivery of high-quality linkages between residential areas and key trip attractors (e.g., schools, colleges, sports clubs, shopping centres), as well as other planned and existing cycle and walking routes.
- Reprioritising crossings of side roads by tightening corner radii and providing raised entry treatments that allow for pedestrian and cyclist priority through junctions and encourage slower vehicle speeds.
- Developing signalised junctions that cater for all pedestrian and cyclist movements, providing segregated and kerb-protected cycle facilities along with single-movement pedestrian crossings on each junction arm.
- Upgrading bus stops to limit conflict between pedestrians and cyclists, and between cyclists and stopping buses, by routing cyclists around the bus stop and providing permeability between bus stops and destinations.
- Improving safety for pedestrians and cyclists in accordance with the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS).

2.2.2 Development Description

The primary route of the scheme begins to the west at Firhouse Road and continues through Knocklyon Road, Dargle Wood, Templeroan Road, Scholarstown Road, Ballyboden Way and terminates to the east at the junction between Scholarstown and Edmondstown Road. The Active Travel Scheme consists of 4 km of mainline improvements and over 1.5 km of secondary link improvements through residential roads.

The design of the scheme adopts the design principles of the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (CDM), following a hierarchy outlined in DMURS that prioritises pedestrians, followed by cyclists, public transport, and lastly private motor vehicles. While the scheme adopts this hierarchy, it also recognises that private car trips remain an essential part of daily life, and therefore, impacts on private car journeys will be minimised as far as practical while still achieving the project objectives.

Segregated cycle lanes with kerb protection will be provided along the majority of the scheme. Existing shared surfaces will be utilised on Knocklyon Road (outside SuperValu) and through Dargle Wood Park. The secondary links will comprise small interventions such as the removal of kissing gates, raised entry treatments with continuous footpaths at side roads, new trees and grass planting, and Safe Routes to School (SRTS) treatments.

It is intended to use shared streets on secondary links. To facilitate this safely, the streets will be designed to ensure the 85th percentile speed limit is below 30 km/h, as per the requirements of the Design Manual for Urban Roads and Streets (DMURS).

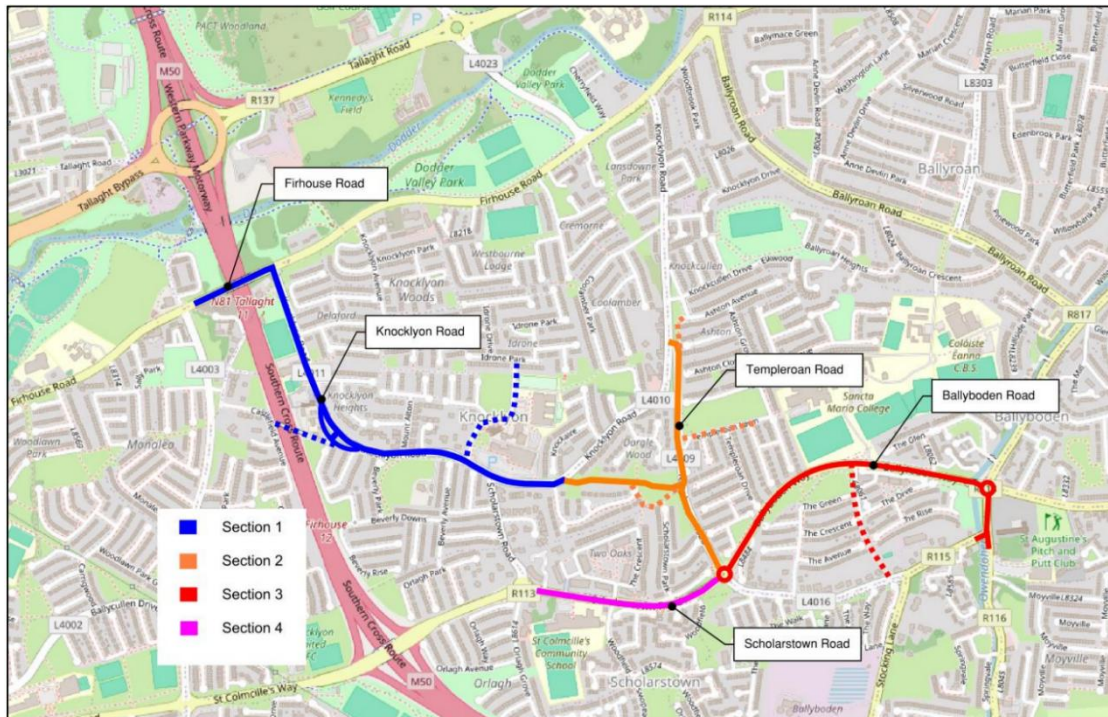


Figure 2-2: Knocklyon to Ballyboden Active and Sustainable Travel Scheme Sections. Extracted from Part 8 Planning Report by Arup.

For the purpose of this report, the route has been divided into several sections, as shown in **Figure 2-2**.

The works proposed for each subsection are described in the summary below:

- **Section 1** – Firhouse Road & Knocklyon Road (between Firhouse Road and Dargle Wood Park)
- **Section 2** – Dargle Wood Park & Templeroan Road
- **Section 3** – Ballyboden Way & Ballyboden Road (between Scholarstown Roundabout and Scholarstown Road)
- **Section 4** – Scholarstown Road (between Orlagh Roundabout and Scholarstown Roundabout)

Section 1 – Firhouse Road & Knocklyon Road

This section of the proposed route, between Firhouse Road and Dargle Wood Park, will be upgraded with raised and kerb-protected cycle tracks in both directions, new and improved pedestrian and cyclist crossings, and shared streets in low-traffic environments. At the eastern end of this section, the Active Travel Scheme will connect with the Firhouse Road Active Travel Improvement Scheme, which will be delivered in advance of the Active Travel Scheme. Several secondary links have been identified, creating connections between the mainline, residential streets and local trip attractors.

The M50 bridge has footpaths on both sides, and the existing cycling infrastructure includes an eastbound cycle track adjacent to and level with the footpath. The current westbound cycling provision consists of on-road mandatory cycle lanes, which terminate at the approach to the bridge, requiring cyclists to share space with buses.

To provide continuous cycle tracks along the M50 bridge in both directions, the carriageway lane width will be reduced to a maximum of 3.0 m. The reclaimed space will be used to provide 1.5 m cycle tracks and 1.8 m footpaths where site constraints do not allow wider dimensions.

The T-junction connecting Firhouse Road with Knocklyon Road currently has limited cycling infrastructure. It will be upgraded to a protected T-junction with segregated and protected crossings for cyclists and pedestrians.

The proposed scheme will retain the existing footpaths on Knocklyon Road and provide kerb-protected and raised cycle tracks in both directions between Firhouse Road and the existing shared space outside Knocklyon Shopping Centre. The minimum cycle track width is 1.5 m at constrained locations such as the M50 bridge. Where feasible, a 2.0 m width will be provided. At locations where residential boundaries or mature trees constrain available space, widths will be adjusted accordingly.

Carriageway lanes will be reduced to 3.0 m on Knocklyon Road. This reduction allows improvements to walking and cycling facilities and encourages reduced vehicular speeds. Safe Routes to School (SRTS) design principles will be applied outside Gaelscoil Chnoc Liamhna. The existing school set-down will be relocated approximately 100 m north of its current location, pencil bollards will be installed along the full school zone, and high-friction surfacing will be provided at crossing approaches. The existing uncontrolled crossing will be upgraded to a raised zebra crossing with Belisha beacons.

On Idrone Avenue outside St. Colmcille's Senior and Junior National Schools, SRTS treatments will also be implemented. The carriageway will be narrowed to 6.0 m, and the reclaimed space will be used to widen the footpath on the eastern side. Existing crossings will be upgraded: the warden crossing south of Knocklyon Grove will become a raised zebra crossing, and the crossing between the school and the green area opposite will also be upgraded to a zebra crossing. A new 3.0 m shared surface will link the school to the laneway at the top of Knocklyon Grove.

Section 2 – Dargle Wood Park & Templeroan Road

The existing route through Dargle Wood Park consists of a paved footpath. To provide a safe and accessible link between Knocklyon Road and Ballyboden, this route will be upgraded to a 3.0 m wide shared space for pedestrians and cyclists. Kissing gates at both ends will be removed to improve accessibility. A new 3.0 m shared surface will be provided between the main park route, Scholarstown Park, and the Two Oaks development, following an existing desire line.

Currently, Templeroan Road has no formal cycling provision and limited pedestrian crossing facilities. Cyclists must share the carriageway or use the footpath, and side roads have large corner radii, contributing to higher vehicle speeds. The scheme proposes reducing Templeroan Road to 6.0 m (3.0 m per lane) and using the reclaimed space to provide a protected two-way cycle track on the eastern side. As the existing road is 9.0 m wide, a 3.0 m cycle track (including protection kerb) can be constructed while retaining existing kerb lines. This approach preserves drainage infrastructure and avoids tree removal.

The junction between Templeroan Road and Templeroan Lawn will be upgraded to a signalised junction with a new parallel crossing across Templeroan Lawn and a 3.0 m crossing across Templeroan Road, linking to Sancta Maria College and nearby estates. Corner radii will be tightened, and raised crossings installed along side roads between the new signalised crossing and Sancta Maria College.

North of Templeroan Road, the two-way cycle track and footpath will merge into a 3.0 m shared surface connecting Templeroan Road with Ashton Avenue and Knockcullen Rise. Segregated pedestrian and cycle crossings will be provided between the two-way cycle track and Dargle Wood Park. To the south, the cycle track will connect into the proposed protected roundabout.

All existing crossing facilities will be retained or upgraded, and side roads will incorporate speed-reduction measures such as continuous raised crossings.

Section 3 – Ballyboden Way & Ballyboden Road

The section of Ballyboden Way consists of a 9.0 m carriageway with adjacent parallel footpath and cycle track, separated from the carriageway by a landscaped verge. The combined path width varies between 2–3 m and is affected in places by hedge overgrowth. Active travel infrastructure at the roundabouts is limited: Scholarstown Road roundabout has unprotected on-road cycle lanes, and Taylor's Lane roundabout has no cycling facilities. Both were designed for high-speed vehicle movement.

As part of the scheme, both roundabouts will be upgraded to protected roundabouts with pedestrian and cyclist priority. The available space enables adaptation of the CDM standard detail (TL701) to a more cost-effective layout while maintaining safety and continuity. Narrower carriageways and tighter radii will reduce vehicle speeds. Retaining much of the existing road surface will reduce construction cost and disruption.

Carriageway width on Ballyboden Way will be reduced to 6.0 m (3.0 m per lane). The reclaimed space will accommodate a 3.0 m westbound bus lane for approximately 150 m between Scholarstown Road roundabout and bus stop 7446, and an eastbound bus lane for approximately 650 m between bus stop 7446 and the Taylor's Lane roundabout. Bus lane placement has been informed by observed delays to bus operations.

The existing parallel cycle track and footpath will be retained and tied into the new protected roundabout layouts. Local vegetation clearance will restore full cycle track width. A raised delineator kerb will be installed between the footpath and cycle track at conflict points to aid visually impaired users.

Bus stops along Ballyboden Way will be upgraded with clear delineation between the cycle track and shared boarding areas, using pavement changes, markings, and tactile paving. Stops 7443 and 7446 will be relocated by about 15 m to accommodate the bus lane transition and a proposed signalised crossing. Bus stop 7442 will be removed, with route 15B instead serving stops 7974 and 7909.

Two new permeability links will be created between Ballyboden Way and The Lawn, Boden Park, and Templeroan Green to improve access to bus routes and the walking/cycling network. A pedestrian crossing will be introduced between bus stops 7443 and 7446.

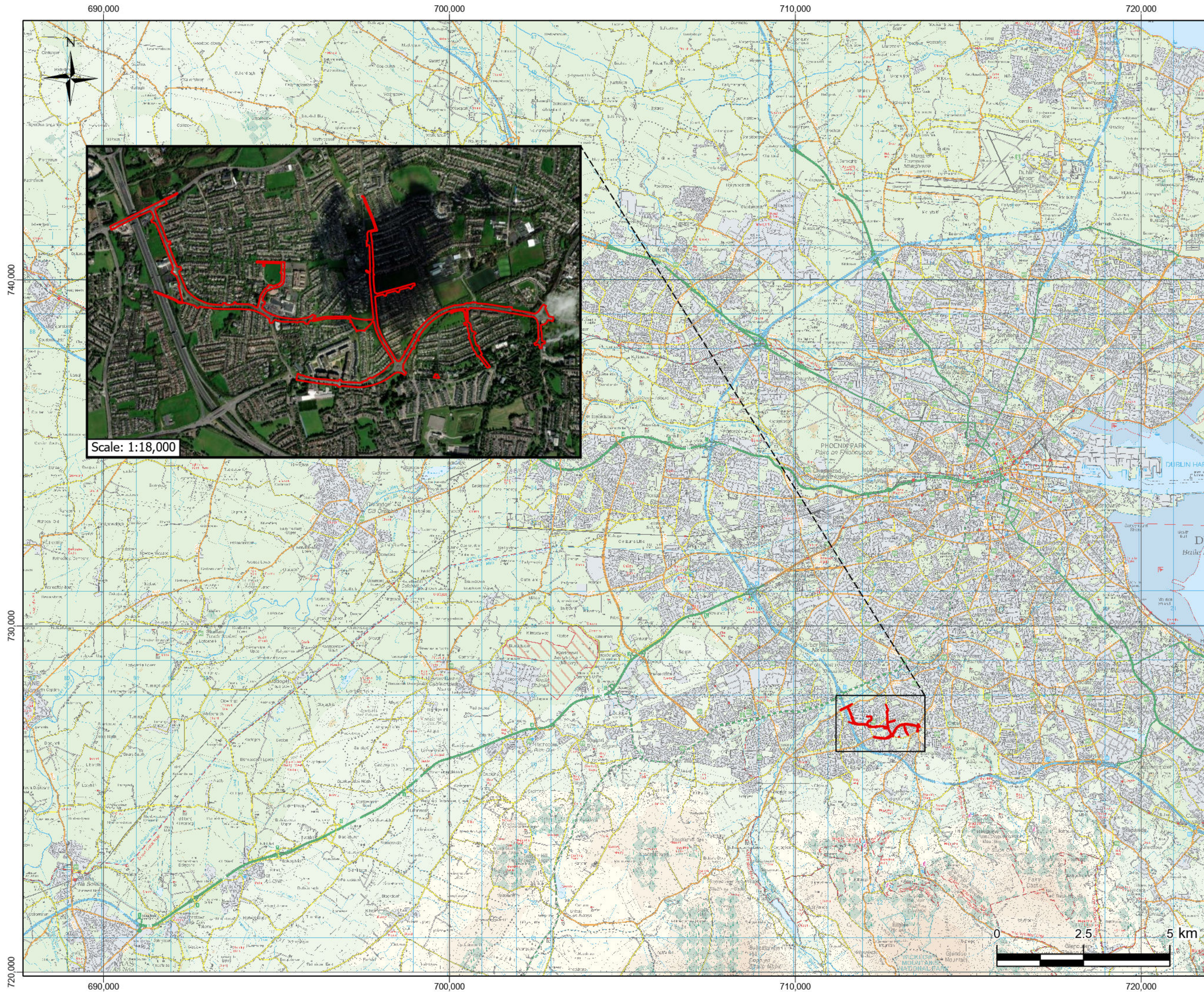
Additionally, a secondary link was identified, which will create an active travel link between Ballyboden Way and Scholarstown Road through Boden Park Green, along an existing route. The works associated with establishing this secondary link would include new crossings and the widening of existing footpaths to 3.0 m to create a shared space.

On Ballyboden Road, existing on-road mandatory cycle lanes will be replaced with 2.0 m raised and kerb-protected cycle tracks. The carriageway will be reduced to 6.0 m (3.0 m per lane) and the existing grass verge removed to accommodate the cycle tracks. The junction of Ballyboden Road and Scholarstown Road will be upgraded to a fully signal-controlled protected junction, incorporating access to the proposed residential development at Taylors Lane and Edmondstown Road.

Section 4 – Scholarstown Road

Limited interventions are proposed for Scholarstown Road due to recently constructed infrastructure at the Two Oaks development. Approximately 200 m of roadway between the roundabout and the existing shared surface will be modified to include 2.0 m raised and kerb-protected cycle tracks in both directions. The carriageway will be reduced to 6.0 m (3.0 m per lane).

The existing bus stop will be upgraded to include a cycle bypass, and new shelters will be installed at each stop. A 2.4 m signal-controlled crossing will also be provided to create a formal link between the two bus stops. At the western end of Scholarstown Road, near Orlagh roundabout, raised crossings with continuous footpath surfaces will be provided at access roads to create a seamless link between the Two Oaks shared surface and Orlagh roundabout.



Map Legend

 Study Area

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

Site Location Map

Project Title
**Knocklyon to Ballyboden
Active Travel Scheme**

| Project No. | Drawing No. | Scale |
|-------------|-------------|------------|
| 251045 | Figure 2-1 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |



Email: info@mkoireland.ie Website: www.mkoireland.ie

3. DESCRIPTION OF THE BASELINE ECOLOGICAL ENVIRONMENT

3.1 Local Hydrology and Water Quality

The EPA web-mapper was consulted on the 11th November 2025 regarding the water quality and status of waterbodies that are located downstream of the Proposed Development site.

The proposed Active Travel Scheme is situated entirely within the WFD Catchment 09, Liffey and Dublin Bay³. The site is located in the Dodder_SC_010 sub-catchment. Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains, which ultimately discharge into the River Dodder (IE_EA_09D010620).

The Active Travel Scheme crosses over two watercourses, the 2nd order Orlagh Stream (IE_EA_09D010620) to the northwest, along Firhouse Rd and the Owenadoher River (IE_EA_09O011700) to the southeast, along Edmondstown Rd. Both of these watercourses flow downstream into the River Dodder, which flows roughly parallel to the proposed site. The Orlagh Stream is culverted under the M50 motorway, and two existing bridges, which form part of the proposed scheme, cross the Owenadoher River, at Ballyboden Way and Scholarstown Road. The River Dodder flows closest to the proposed scheme at the northwest section along Firhouse Rd, (Approx 140m).

The Water Framework Directive (WFD) Transitional Waterbody risk score for the section of Liffey and Dublin Bay closest to the development site, known as Liffey Estuary Lower, has been assessed as “Intermediate”.

The site is located within the Dublin (IE_EA_G_008) groundwater catchment. The Water Framework Directive (WFD) Groundwater Monitoring Programme (2019-2024) assigned the groundwater catchment as having ‘good’ status.

The Biotic Index of Water Quality (BIWQ) was developed in Ireland by the Environmental Protection Agency (EPA). Q-values are assigned using a combination of habitat characteristics and structure of the macro-invertebrate community within the waterbody. Individual macro-invertebrate families are classified according to their sensitivity to organic pollution, and the Q-value is assessed based primarily on their relative abundance within a sample. The EPA sampling station result provides a baseline against which any water quality changes occurring in the future can be measured. Q-values of downstream monitoring stations of the study area were available for the Owenadoher River, and the River Dodder, and are presented in **Table 2-1** below.

³ <https://gis.epa.ie/EPAMaps/>

Table 2.1: Q-values at downstream monitoring stations for the Owenadoher and River Dodder

| River Waterbody | Monitoring Station | Year | River/ Stream section | Q values with Status |
|------------------|---|------|-----------------------|----------------------|
| Owenadoher River | Scholarstown Road Br, (RS09O011300) | 2010 | Owenadoher_010 | 4, Good |
| | Br u/s Dodder R confl, (RS09O011700) | 2022 | Owenadoher_010 | 3-4, Moderate |
| River Dodder | Dodder - Footbridge Firhouse (Balroth Weir) (RS09D010400) | 1984 | Dodder_050 | 3-4, Moderate |
| | New Br, Firhouse(RS09D010420) | 1998 | Dodder_050 | 4, Good |
| | Dodder - New Br u/s Templeogue Br(RS09D010430) | 2002 | Dodder_050 | 3, Poor |
| | Dodder - Templeogue Br (RS09D010500) | 1991 | Dodder_050 | 3, Poor |
| | Dodder - Springfield Crescent (RS09D010600) | 1988 | Dodder_050 | 2-3, Poor |
| | Br on Springfield Ave (RS09D010620) | 2022 | Dodder_050 | 3-4 Moderate |
| | Dodder - Dodder Rd d/s Weir (RS09D010700) | 1991 | Dodder_050 | 2-3, Poor |

3.2

Survey Methodology

A multi-disciplinary ecological walkover survey of the entire site was undertaken by David Mesarcik of MKO on the 18th and 19th of November 2025, in accordance with TII's *Guidelines on Ecological Surveying Techniques for Protected Flora and Fauna on National Road Schemes* (TII, 2008). This survey provided baseline data on the ecology of the Study Area. Walkover surveys are designed to detect the presence or suitable habitat for a range of protected faunal species that may occur in the vicinity of the Proposed Development.

Habitats were classified in accordance with the Heritage Council's '*Guide to Habitats in Ireland*' (Fossitt, 2000). Habitat mapping was undertaken with regard to guidance set out in '*Best Practice Guidance for Habitat Survey and Mapping*' (Smith et al., 2011).

During the multidisciplinary surveys, a search for Invasive Alien Species (IAS), with a focus on those listed under the Third Schedule of the *European Communities (Birds and Natural Habitats) Regulations 2011* (S.I. 477 of 2015) or under the First Schedule of the *European Union (Invasive Alien Species) Regulations 2024* (S.I. No 374 of 2024), was also conducted.

3.2.1.1

Limitations

The information provided in this document accurately and comprehensively describes the baseline ecological environment and provides an accurate prediction of the likely impacts of the proposed development on any Designated Sites. Ecological surveys were undertaken at the site outside the optimal survey season for botanical assessments, and outside the bird breeding season, however, this is not considered to have resulted in significant limitations to the assessment, due to the nature of the site, which consists of highly urbanised areas along roadsides in South Dublin County, and the scale of the proposed development, which primarily consists of modifications of existing artificial environments. No significant limitations in the scope, scale or context of the assessment have been identified.

3.3

Habitats within the Proposed Development Boundary

Habitats recorded during the multi-disciplinary ecological walkover survey are described below. Photographs taken of representative habitats across the proposed development are also included in the following section. No habitats considered to be of ecological significance and having the potential to correspond to those listed in *Annex I* of the *EU Habitats Directive 92/43/EEC* were identified during the walkover survey. No invasive species listed under the Third Schedule of the *European Communities Regulations 2011* (S.I. 477 of 2015) or under the First Schedule of the *European Union (Invasive Alien Species) Regulations 2024* (S.I. No 374 of 2024) were recorded within the Proposed Development site.

The proposed Active Travel Scheme crosses two watercourses, the Orlagh Stream (IE_EA_09D010620) to the northwest, and the Owenadoher River (IE_EA_09O011700) to the southeast of the Study Area. The watercourse crossings associated with the proposed scheme comprise existing infrastructure: the Orlagh Stream is culverted under the M50 motorway, and two existing bridges, which form part of the proposed scheme, cross the Owenadoher River, at Ballyboden Way and Scholarstown Road. The Proposed Development Site does not include any aquatic habitats, and no interaction with such habitats is anticipated.

Habitat descriptions below are in the past tense to reflect their accuracy at a point in the recent past.

Table 3-2: Habitats recorded within the site during surveys undertaken in November 2025

| Habitat Type | Fossitt Code |
|-----------------------------------|--------------|
| Flower Beds and Borders | BC4 |
| Stone Walls and other stonework | BL1 |
| Buildings and Artificial Surfaces | BL3 |
| Improved Amenity Grassland | GA2 |
| Dry Meadows and Grassy Verges | GS2 |
| (Mixed) Broadleaved Woodland | WD1 |
| Scattered Trees and Parkland | WD5 |
| Hedgerows | WL1 |
| Treelines | WL2 |
| Scrub | WS1 |

3.3.1

Flower Beds and Borders (BC4)

Ornamental Flower Beds and Borders (BC4) occur at several locations along pedestrian paths across the proposed Active Travel Scheme. (**Plate 3-1**) These are usually associated with gardens and parks, on roadsides and roundabouts, and in front of various buildings. The majority have been deliberately planted for decorative or landscaping purposes and are regularly maintained. They typically contain a high proportion of non-native species such as, but not limited to, New Zealand broadleaf (*Griselinia littoralis*), Australian bottlebrush (*Callistemon* spp.) and verbena (*Verbena* spp.). as well as other common species such as broom (*Cytisus scoparius*), dogwood (*Cornus* spp.) and rugosa rose (*Rosa rugosa*). These planted habitats are very small, isolated and highly modified, comprising a high proportion of non-native, ornamental species with limited potential to support biodiversity.



Plate 3-1: Ornamental planted **flower beds (BC4)** containing dogwood, rugosa rose, holly and cleavers in front of the Gaelscoil Chnoc Liamhna Primary School on Knocklyon Road to the west of the proposed scheme.

3.3.2

Stone Walls and other stonework (BL1)

A number of low stone walls were recorded across the proposed Active Travel Scheme (**Plates 3-2 – 3-3**). These built structures can be colonised by ivy (*Hedera helix* / *H. hibernica*) and red valerian (*Centranthus ruber*) and were classified as **Stone Walls and other stonework (BL1)**. They are modified artificial habitats with low potential to support biodiversity.



Plate 3-1: **Stone Wall (BL1)** habitat colonised with bryophytes on bridge crossing the Owenadoher River along Scholarstown Road to the southeast of the scheme



Plate 3-3: Low **Stone Wall (BL1)** with ivy recorded along Ballyboden Road to the east of the scheme.

3.3.3 Buildings and Artificial Surfaces (BL3)

The proposed Active Travel Scheme is proposed to be constructed along existing roads and pedestrian walkways, which comprise the **Buildings and Artificial Surfaces (BL3)** habitat type (Plates 3-4 – 3-6). This includes the majority of the Study Area and is made up of domestic dwellings, schools, hotels/guesthouses, abandoned buildings, concrete bridges and tarmac roadways. These built surfaces are modified artificial habitats with negligible potential to support biodiversity.



Plate 3-4: Roads and pedestrian walkways classified as **Buildings and Artificial Surfaces (BL3)** along Firhouse Road at the northwest of the scheme.



Plate 3-5: Roads, pedestrian crossing and walkways classified as **Buildings and Artificial Surfaces (BL3)** at Knocklyon Road, opposite the shopping Centre at the west of the scheme.



Plate 3-6: Roads, bus lane and existing cycle lane classified as **Buildings and Artificial Surfaces (BL3)** along Taylor's Lane at the eastern edge of the scheme.

3.3.4 Improved Amenity Grassland (GA2)

Patches of **Amenity Grassland (GA2)** were very common along roadsides throughout the proposed Active Travel Scheme (**Plates 3-7 – 3-8**). Many patches were associated with gardens along with road verges and grassed amenity areas, as well as lawns in public parks where the proposed cycle route will pass, including Beverly Park, Boden Park and Dargle Wood (**Plate 3-9**). This habitat was actively managed and was characterised by a low sward height and low species diversity. Amenity grasslands within the proposed Active Travel Scheme area were characterised by common species such as Yorkshire-fog (*Holcus lanatus*), perennial rye-grass (*Lolium perenne*), and creeping bent (*Agrostis stolonifera*), meadow grasses (*Poa spp.*), and abundant common daisy (*Bellis perennis*), dandelion (*Taraxacum officinale agg.*), ribwort plantain (*Plantago lanceolata*), and white clover (*Trifolium repens*). Often, species such as creeping buttercup (*Ranunculus repens*), and common yarrow (*Achillea millefolium*) were frequent with occasional lesser knapweed (*Centaurea nigra*), field-speedwell (*Veronica persica*) and greater plantain (*Plantago major*). These areas were almost always short and homogenous in appearance, with limited ecological value.



Plate 3-7: Patch of short-mown **Improved Amenity Grassland (GA2)** dominated by perennial ryegrass, Yorkshire fog and annual meadow grass with lime treeline recorded along Knocklyon Road to the west of the proposed scheme.



Plate 3-8: Patch of **Improved Amenity Grassland (GA2)** along Firhouse Road at the northwest of the scheme.



Plate 3-9: Short-mown **Improved Amenity Grassland (GA2)** perennial ryegrass-dominated field within Dargle Wood Park, bordered with sycamore treelines.

3.3.5

Dry Meadows and Grassy Verges (GS2)

Grassy verges (GS2) were recorded throughout the site along roadsides and within public parks (**Plate 3-10**). These areas are not mown regularly. Species characteristic of this habitat type include cock's-foot (*Dactylis glomerata*), creeping thistle (*Cirsium arvense*), creeping and meadow buttercup meadow buttercup (*Ranunculus repens*, *R. acris*), tansy ragwort (*Jacobaea vulgaris*), broadleaf dock (*Rumex obtusifolius*), bramble (*Rubus fruticosus* agg.), hedge bindweed (*Calystegia sepium*), field-speedwell, red clover (*Trifolium pratense*), hawksbeard (*Crepis* spp.), white clover, perennial ryegrass, Yorkshire fog, dandelion, ribwort plantain and nettle (*Urtica dioica*). These areas were left unmown with variable sward height, which creates ecological niches for a number of faunal species. Despite being small, these habitat patches were widespread in this urban environment, providing ecological value to species and improving ecological connectivity for wildlife in this urban environment.



Plate 3-10: Unmown **Grassy Verge (GS2)** dominated by creeping buttercup, nettle, broad-leaved dock and dandelion along the pedestrian path connecting Scholarstown Road and Ballyboden Way to the west of the proposed scheme.

3.3.6

Mixed Broadleaved Woodland (WD1)

Areas of **Mixed Broadleaved Woodland (WD1)** were recorded in several locations across the scheme. (**Plates 3-11 – 3-12**). These woodland areas include a mix of species, including poplar (*Populus* spp.), sycamore (*Acer pseudoplatanus*), beech (*Fagus sylvatica*), silver birch (*Betula pendula*), ash (*Fraxinus excelsior*), lime (*Tilia* spp.), Italian alder (*Alnus cordata*), hawthorn (*Crataegus* spp.), willow (*Salix* spp.), with occasional aspen (*Populus tremula*), Norway maple (*Acer platanoides*) and Scots pine (*Pinus sylvestris*). The understorey varies between the woodlands and often includes ivy (*Hedera helix*), hazel (*Corylus avellana*), elder (*Sambucus nigra*), dogwood (*Cornus sanguinea*), bramble and holly, with the ground flora often dominated by ivy, common hogweed (*Heracleum sphondylium*), cow parsley (*Anthriscus sylvestris*), cocksfoot and bramble and occasional wood avens (*Geum urbanum*), hedge bindweed, willowherb (*Epilobium hirsutum*) and herb robert (*Geranium robertianum*). This habitat comprises some of the only unmanaged patches of biodiversity within the highly urbanised environment. Although these areas of woodland are relatively small and isolated, they provide an important refuge for faunal species in this urban landscape.



Plate 3-11: An area of **Mixed Broadleaved Woodland (WD1)** dominated by beech with occasional hazel, sycamore and silver birch recorded along Templeroad Road to the south of the scheme.



Plate 3-12: **Mixed Broadleaved Woodland (WD1)** patch along Firhouse Road at the westernmost edge of the site dominated by grey willow, with frequent silver birch, Norway maple and occasional sycamore and dogwood/hazel understorey.

3.3.7 Scattered Trees and Parkland (WD5)

Areas of **Scattered trees and Parkland (WD5)** were recorded throughout the Proposed Scheme and were commonly associated with public amenity areas within residential neighbourhoods (**Plate 3-13**). They were generally comprised of a well-managed amenity grassland sward with tree species including beech (*Fagus sylvatica*), sycamore (*Acer pseudoplatanus*), pedunculate oak (*Quercus robur*), hornbeam (*Carpinus betulus*), horse-chestnut (*Aesculus hippocastanum*) and lime (*Tilia cordata*) scattered throughout. These habitats are fairly widespread in the environment and provide a refuge for a range of species in this urban landscape.



Plate 3-13: Area of **Scattered alder trees (WD5)** within amenity grassland field opposite St. Colmcille's Senior National School at the west of the scheme.

3.3.8 Hedgerows (WL1)

Hedgerows (WL1) were recorded frequently throughout the Proposed Scheme, with the general species composition and management varying throughout. Hedgerows were most frequently recorded along the boundaries of private dwellings, comprising predominantly ornamental shrub species with some native hedgerow species present (**Plate 3-14 – 3-15**).

Common non-native / ornamental shrub hedgerow species included New Zealand broadleaf (*Griselenia littoralis*), spotted laurel (*Aucuba japonica*), privet (*Ligustrum* spp.), cherry laurel (*Prunus laurocerasus*), *Cotoneaster* spp., *Hypericum* spp., red tip photinia (*Photinia x fraseri*), and cypress hedging (*Cupressus* spp.). Native hedgerow species included hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*), bramble, willow (*Salix* spp.), with bracken (*Pteridium aquilinum*) and ivy frequently present in the ground flora. Hedgerows act as strips of linear woodland that serve to connect isolated habitat patches and provide ecological corridors for species to move across the urban environment. They have the potential to support high levels of biodiversity and provide habitat for many floral and faunal species in the highly urbanised environment.



Plate 3-14: Hawthorn **Hedgerow (WLI)** with ivy and bramble dominated understory along fence running parallel to existing cycle lane on Ballyboden Way to the south of the scheme.



Plate 3-15: Non-native New Zealand broadleaf **Hedgerow (WLI)** recorded on Knocklyon Road to the west of the scheme.

3.3.9 Treelines (WL2)

Treelines (WL2) were recorded frequently throughout the proposed Active Travel Scheme. The general mix of species within treelines and the management regimes for the treelines varied. Treelines were most commonly recorded adjacent to roadways and associated with areas of amenity grassland. (Plates 3-16 – 3-18)

Treelines comprised a mix of native and non-native species, including lime, ash, sycamore, birch, alder (*Alnus glutinosa*), beech, rowan (*Sorbus aucuparia*), sitka spruce (*Picea sitchensis*), hornbeam (*Carpinus spp.*) and cypress (*Cupressus*) species. Native hedgerows provide important ecological value to the urban environment, creating ecological corridors for species to move across the landscape.



Plate 3-16: Lime **Treeline (WL2)** over amenity grassland along Knocklyon Road to the northwest of the scheme



Plate 3-17: Immature beech **Treeline (WL2)** along Templeroan Road to the north of the scheme.



Plate 3-18: Mature Sycamore **Treeline (WL2)** with occasional Norway maple and blackthorn/dogwood understorey recorded at the edge of amenity grassland field opposite St. Colmcille's Senior National School at the west of the scheme.

3.3.10 Scrub (WS2)

Areas of **Scrub (WS2)** occur in a few locations, with bramble often the dominant species, and frequent broadleaf dock, hedge bindweed, hawthorn, creeping thistle, cock's-foot, false oatgrass (*Arrhenatherum elatius*) and tufted vetch (*Vicia cracca*). Non-native buddleja (*Buddleja davidii*) is also common in scrub patches, especially on disturbed land or waste ground (**Plate 3-19**). Patches of unmanaged native scrub provide biodiversity value within the highly urbanised environment. Although they are relatively small and isolated, they provide ecological refugia for faunal species in this urban landscape.



Plate 3-19: Area of buddleja scrub with cow parsnip, cock's-foot and invasive winter heliotrope recorded behind stone wall on Ballyboden Road to the east of the scheme.

3.4 Protected Species

The Multi-disciplinary Ecological Walkover surveys did not record any protected fauna or floral species that are qualifying interests of any Natura 2000 site.

4. IDENTIFICATION OF RELEVANT EUROPEAN SITES

4.1 Data Sources Informing the Assessment

In preparation of the report, the below sources were consulted on 11.11.2025 to inform the assessment.

- Review of NPWS Site Synopses, Conservation Objectives for the European Sites
- Review of 2019, 2013 and 2007 EU Habitats Directive (Article 17) Reports.
- Review of online web-mappers: National Parks and Wildlife Service⁴(NPWS), Environmental Protection Agency (EPA)⁵, Environmental Sensitivity Mapping tool⁶ and National Biodiversity Data Centre (NBDC)⁷.
- Review of other plans and projects within the area.

4.2 Identification of the European Sites within the Likely Zone of Influence

The following methodology was used to establish any European Sites upon which there is a potential for a likely significant effect to occur either individually or in combination with other plans and projects as a result of the Proposed Development:

- Initially the most up to date GIS spatial datasets for European designated sites and water catchments were downloaded from the NPWS website (www.npws.ie) and the EPA website (www.epa.ie).
- All European sites that could potentially be affected were identified using a source-pathway - receptor model. To provide context for the assessment, European sites within the proximity of the Proposed Development site are shown in **Figure 4-1**. Information on these sites according to the site-specific conservation objectives is provided in **Table 3-1**. Sites that were further away from the Proposed Development were also considered and no complete source-pathway-receptor chain for significant effect was identified for any other European Site.
- In relation to Special Protection Areas, in the absence of any specific European or Irish guidance in relation to such sites, the Scottish Natural Heritage (SNH) Guidance, '*Assessing Connectivity with Special Protection Areas (SPA)*' (2016) was consulted. This document provides guidance in relation to the identification of connectivity between Proposed Development and Special Protection Areas. The guidance takes into consideration the distances species may travel beyond the boundary of their SPAs and provides information on dispersal and foraging ranges of bird species which are frequently encountered when considering plans and projects. **Table 4-1** provides details of all relevant European Sites as identified in the preceding steps and assesses the potential for likely significant effects on each.
- The assessment considers any likely direct or indirect impacts of the Proposed Development, both alone and in combination with other plans and projects, on European Sites by virtue of criteria including the following: size and scale, land-take, distance from the European Site or key features of the site, resource requirements, emissions, excavation requirements, transportation requirements and duration of construction, operation and decommissioning were considered in this assessment.

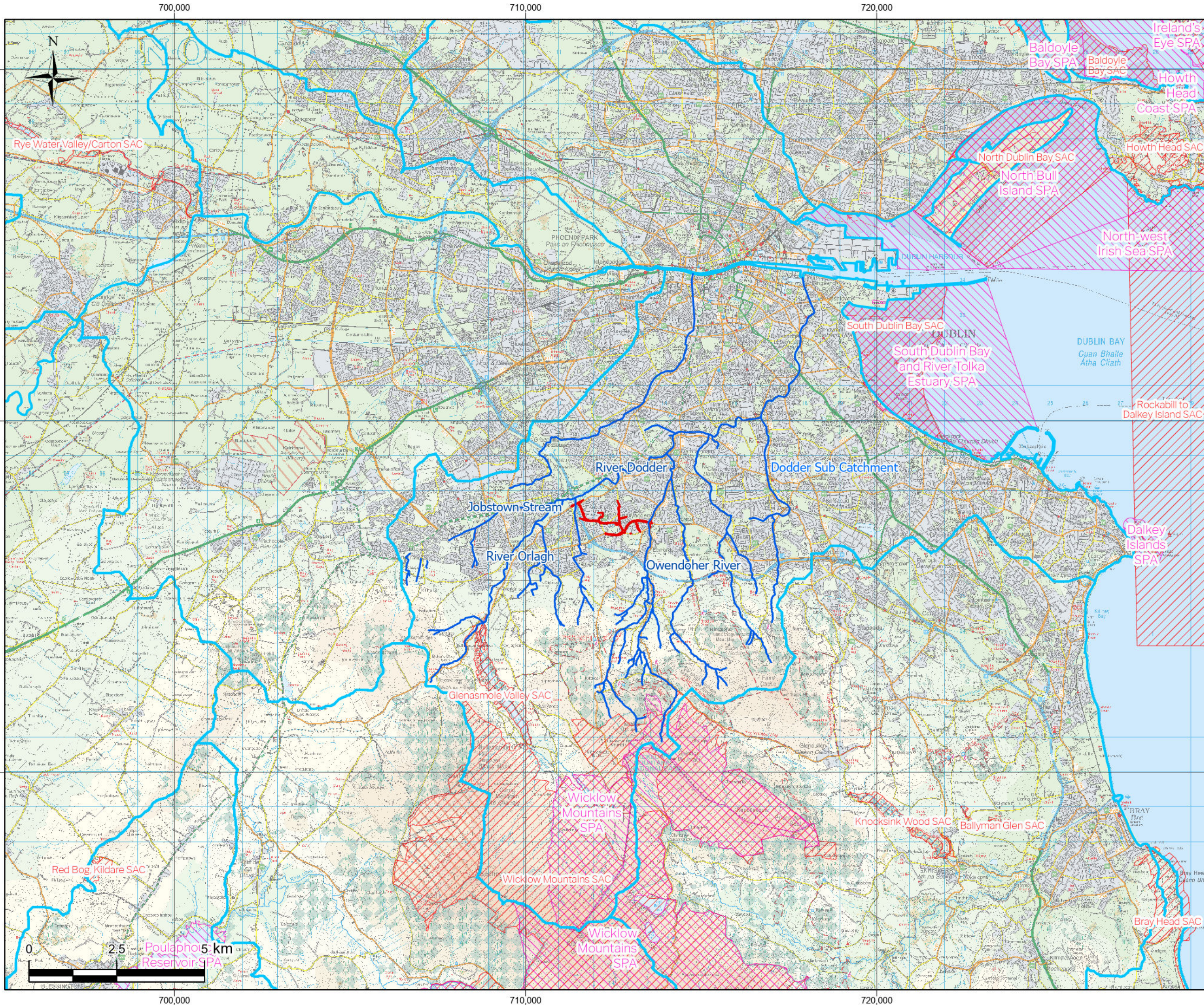
⁴ <https://experience.arcgis.com/experience/ed34d92e28040fd87d3d14f55d8d95f>

⁵ <https://gis.epa.ie/EPAMaps/>

⁶ <https://enviromap.ie/>

⁷ <https://biodiversityireland.ie/>

- The site synopses and conservation objectives of these sites, as per the NPWS website (www.npws.ie), were consulted and reviewed at the time of preparing this report.
- The potential for the Proposed Development to result in cumulative impacts on any European Sites in combination with other plans and projects was considered in the assessment that is presented in **Section 4.3**.



- Map Legend
- Study Area
 - Special Protection Areas
 - Special Area of Conservation
 - WFD Rivers
 - WFD Sub Catchments

Spatial Reference
Name: IREN95 Irish Transverse Mercator
Datum: IREN95
Projection: Transverse Mercator



SITE LOCATION - NOT TO SCALE

Drawing Title

European Designated Sites within the Vicinity of the Site

| Project Title | | |
|--|-------------|------------|
| Knocklyon to Ballyboden Active Travel Scheme | | |
| Project No. | Drawing No. | Scale |
| 251045 | Figure 4-1 | 1:100,000 |
| Drawn By | Checked By | Date |
| JB | DM | 11/12/2025 |



Table 4-1: Identification of Designated Sites within the Likely Zone of Influence

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|--|--|--|--|
| Special Areas of Conservation (SAC) | | | |
| <p>Glenasmole Valley SAC [001209]</p> <p>Distance: 3.90 km</p> <p>Hydrological Distance: No hydrological connectivity.</p> | <p>Habitats</p> <ul style="list-style-type: none"> > Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>) (* important orchid sites) [6210] > Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410] > Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220] | <p>Detailed conservation objectives for this site (Version 1, December, 2021⁸) were reviewed as part of the assessment and are available at: www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO001209.pdf</p> | <p>There will be no direct impact on the SAC or its QIs as it is located entirely outside of the footprint of the Proposed Development Site.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on the terrestrial QI habitats for which the SAC has been designated.</p> <p>No surface water connectivity exists from the site of the Proposed Development to the SAC. The Proposed Development site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SAC which drains into Dublin Bay, however, due to the nature and scale of the proposed works, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the aquatic QI habitat of the SAC has been identified.</p> <p>No pathway for likely significant effect on this European Site was identified, when considered in the absence of any</p> |

⁸ NPWS (2021) Conservation Objectives: Glenasmole Valley SAC 001209. Version 1. National Parks and Wildlife Service, Department of Housing, Local Government and Heritage.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|---|---|---|--|
| | | | mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment. |
| <p>Wicklow Mountains SAC [002122] 4.63 km</p> <p>Hydrological Distance: No hydrological connectivity.</p> | <p>Habitats</p> <ul style="list-style-type: none"> ➤ Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] ➤ Natural dystrophic lakes and ponds [3160] ➤ Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] ➤ European dry heaths [4030] ➤ Alpine and Boreal heaths [4060] ➤ Calaminarian grasslands of the <i>Violetalia calaminariae</i> [6130] ➤ Species-rich Nardus grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) [6230] ➤ Blanket bogs (* if active bog) [7130] | <p>Detailed conservation objectives for this site (Version 1, July 2017⁹) were reviewed as part of the assessment and are available at: www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002122.pdf</p> | <p>There will be no direct impact on the SAC or its QIs as it is located entirely outside of the footprint of the Proposed Development Site.</p> <p>Due to the intervening distance and the nature and scale of the proposed works, there is no potential for indirect effects on the terrestrial QI habitats for which the SAC has been designated.</p> <p>No surface water connectivity exists from the site of the Proposed Development to the SAC. The Proposed Development site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SAC which drains into Dublin Bay, however, due to the nature and scale of the proposed works, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the aquatic QI habitats and species of the SAC has been identified.</p> |

⁹ NPWS (2017) Conservation Objectives: Wicklow Mountains SAC 002122. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|--|---|---|---|
| | <ul style="list-style-type: none"> ➤ Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110] ➤ Calcareous rocky slopes with chasmophytic vegetation [8210] ➤ Siliceous rocky slopes with chasmophytic vegetation [8220] ➤ Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] <p><u>Species</u></p> <ul style="list-style-type: none"> ➤ Otter (<i>Lutra lutra</i>) [1355] | | No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment. |
| <p>South Dublin Bay SAC [000210]</p> <p>Approx. distance: 7.35 km</p> | <p><u>Habitats</u></p> <ul style="list-style-type: none"> ➤ Mudflats and sandflats not covered by seawater at low tide [1140] | <p>Detailed conservation objectives for this site, (Version 1, August 2013¹⁰), were reviewed as part of the assessment and are available at www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000210.pdf</p> | <p>There will be no direct impact on the SAC or its QIs as it is located entirely outside of the footprint of the Proposed Development Site.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay. In addition, the site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SAC, which drains into Dublin Bay.</p> |

¹⁰ NPWS (2013) Conservation Objectives: South Dublin Bay SAC 000210. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
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| Hydrological Distance: Approx 10.90 km (via Owenadoher River and River Dodder) | | | <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder. As such, indirect connectivity with the SAC exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no significant effects on water quality are anticipated. As such, the potential for direct or indirect impact on this SAC can be excluded.</p> <p>No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment.</p> |
| North Dublin Bay SAC [000206] | <p>Habitats</p> <ul style="list-style-type: none"> ➤ Mudflats and sandflats not covered by seawater at low tide [1140] ➤ Annual vegetation of drift lines [1210] | <p>Detailed conservation objectives for this site, (Version 1, November 2013¹¹), were reviewed as part of the assessment and are available at www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000206.pdf</p> | <p>There will be no direct impact on the SAC or its QIs as it is located entirely outside of the footprint of the Proposed Development Site.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay.</p> |

¹¹ NPWS (2013) Conservation Objectives: North Dublin Bay SAC 000206. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
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| <p>Approx. distance: 11.80 km</p> <p>Hydrological Distance: Approx 10.90 km (via Owenadoher River and River Dodder)</p> | <ul style="list-style-type: none"> ➤ <i>Salicornia</i> and other annuals colonising mud and sand [1310] ➤ Atlantic salt meadows (<i>Glaucopuccinellietalia maritima</i>) [1330] ➤ Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] ➤ Embryonic shifting dunes [2110] ➤ Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120] ➤ Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130] ➤ Humid dune slacks [2190] <p><u>Species</u></p> <ul style="list-style-type: none"> ➤ <i>Petalophyllum ralfsii</i> (Petalwort) [1395] | | <p>In addition, the site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SAC, which drains into Dublin Bay.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder. As such, indirect connectivity with the SAC exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no significant effects on water quality are anticipated. As such, the potential for direct or indirect impact on this SAC can be excluded.</p> <p>No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment.</p> |

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|--|---|---|--|
| <p>Rye Water Valley/Cartron SAC [001398]</p> <p>Distance: 13.55 km</p> <p>Hydrological Distance: No hydrological connectivity.</p> | <p>Habitats</p> <ul style="list-style-type: none"> ➤ Petrifying springs with tufa formation (Cratoneurion) [7220] <p>Species</p> <ul style="list-style-type: none"> ➤ Narrow-mouthed Whorl Snail (<i>Vertigo angustior</i>) [1014] ➤ Desmoulin's Whorl Snail (<i>Vertigo moulinsiana</i>) [1016] | <p>Detailed conservation objectives for this site (Version 1, December, 2021¹²) were reviewed as part of the assessment and are available at: www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO001398.pdf</p> | <p>There will be no direct impact on the SAC or its QIs as it is located entirely outside of the footprint of the Proposed Development Site.</p> <p>The Proposed Development Site does not provide suitable supporting habitat for the two SCI species for which the SAC has been designated. Therefore, there is no potential for indirect effects on the species for which the SAC has been designated.</p> <p>No surface water connectivity exists from the site of the Proposed Development to the SAC. The Proposed Development site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SAC which drains into Dublin Bay, however, due to the nature and scale of the proposed works, no impacts on groundwater quality are anticipated. Therefore, no pathway for potential significant indirect effects on the aquatic QI habitat of the SAC has been identified.</p> <p>No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

¹² NPWS (2021) Conservation Objectives: Rye Water Valley/Cartron SAC 001398. Version 1. National Parks and Wildlife Service, Department of Housing, Local Government and Heritage.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|---|---|--|---|
| | | | This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment. |
| Special Protection Areas (SPA) | | | |
| Wicklow Mountains SPA [004040] Distance to site: 4.59 km Hydrological Distance: No hydrological connectivity. | > Merlin (<i>Falco columbarius</i>) [A098] > Peregrine (<i>Falco peregrinus</i>) [A103] | First order site-specific conservation objectives for this site (October 2022 ¹³) were reviewed as part of the assessment and are available at: www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO004040.pdf | There will be no direct effects on the SPA as it is located entirely outside of the footprint of the proposed development. The site does not provide supporting habitat for the SCI species for which the SPA is designated. As such, there will be no loss of any supporting habitat or ex-situ disturbance to SCI species of the SPA. No pathway for potential significant indirect effects on SCI species of the SPA has been identified. No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment. |

¹³ NPWS (2022) Conservation objectives for Wicklow Mountains SPA 004040. First Order Site-specific Conservation Objectives Version 1.0. Department of Housing, Local Government and Heritage.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|---|---|--|---|
| <p>South Dublin Bay and River Tolka Estuary SPA</p> <p>Distance to Site: 7.18 km</p> <p>Hydrological Distance: Approx 10.90 km (via Owenadoher River and River Dodder).</p> | <ul style="list-style-type: none"> ➤ Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] ➤ Oystercatcher (<i>Haematopus ostralegus</i>) [A130] ➤ Ringed Plover (<i>Charadrius hiaticula</i>) [A137] ➤ Grey Plover (<i>Pluvialis squatarola</i>) [A141] ➤ Knot (<i>Calidris canutus</i>) [A143] ➤ Sanderling (<i>Calidris alba</i>) [A144] ➤ Dunlin (<i>Calidris alpina</i>) [A149] ➤ Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] ➤ Redshank (<i>Tringa totanus</i>) [A162] ➤ Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] ➤ Roseate Tern (<i>Sterna dougallii</i>) [A192] ➤ Common Tern (<i>Sterna hirundo</i>) [A193] ➤ Arctic Tern (<i>Sterna paradisaea</i>) [A194] ➤ Wetland and Waterbirds [A999] | <p>Detailed conservation objectives for this site (March 2015¹⁴) were reviewed as part of the assessment and are available at: www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO004024.pdf</p> | <p>There will be no direct effects on the SPA as it is located entirely outside of the footprint of the proposed development.</p> <p>The site does not provide supporting habitat for the SCI species for which the SPA is designated. As such, there will be no loss of any supporting habitat or ex-situ disturbance to SCI species of the SPA.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay. In addition, the site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SPA, which drains into Dublin Bay.</p> <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder. As such, indirect connectivity with the SPA exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no significant effects on water quality are anticipated. As such, the potential for direct or indirect impacts on the marine habitat of the SCI species of this SPA can be excluded.</p> |

¹⁴ NPWS (2015) Conservation Objectives: South Dublin Bay and River Tolka Estuary SPA 004024. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|---|---|--|---|
| | | | No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment. |
| <p>North Bull Island SPA [004006]</p> <p>Approx. distance: 11.75 km</p> <p>Hydrological Distance: Approx 10.90 km (via Owenadoher River and River Dodder)</p> | <ul style="list-style-type: none"> ➤ Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] ➤ Shelduck (<i>Tadorna tadorna</i>) [A048] ➤ Teal (<i>Anas crecca</i>) [A052] ➤ Pintail (<i>Anas acuta</i>) [A054] ➤ Oystercatcher (<i>Haematopus ostralegus</i>) [A130] ➤ Golden Plover (<i>Pluvialis apricaria</i>) [A140] ➤ Grey Plover (<i>Pluvialis squatarola</i>) [A141] ➤ Knot (<i>Calidris canutus</i>) [A143] ➤ Sanderling (<i>Calidris alba</i>) [A144] ➤ Dunlin (<i>Calidris alpina</i>) [A149] ➤ Black-tailed Godwit (<i>Limosa limosa</i>) [A156] | <p>Detailed conservation objectives for this site, (Version 1, March 2015¹⁵), were reviewed as part of the assessment and are available at www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO004006.pdf</p> | <p>There will be no direct effects on the SPA as it is located entirely outside of the footprint of the proposed development</p> <p>The site does not provide supporting habitat for the SCI species for which the SPA is designated. As such, there will be no loss of any supporting habitat or ex-situ disturbance to SCI species of the SPA.</p> <p>The Proposed Development crosses two watercourses with direct surface water connectivity to Dublin Bay. In addition, the site is located in the same Water Framework directive (WFD) catchment (09: Liffey and Dublin Bay) as this SPA, which drains into Dublin Bay.</p> |

¹⁵ NPWS (2015) Conservation Objectives: North Bull Island SPA 004006. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht

| European Sites and distance from proposed development | Qualify Interests/Special Conservation Interests for which the European site has been designated (Sourced from NPWS online Conservation Objectives, www.npws.ie). | Conservation Objectives | Identification of Source-Pathway-Receptor chain and potential for Likely Significant Effects (LSE's). |
|---|--|-------------------------|--|
| | <ul style="list-style-type: none"> ➤ Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] ➤ Curlew (<i>Numenius arquata</i>) [A160] ➤ Redshank (<i>Tringa totanus</i>) [A162] ➤ Turnstone (<i>Arenaria interpres</i>) [A169] ➤ Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] ➤ Shoveler (<i>Spatula clypeata</i>) [A857] ➤ Wetland and Waterbirds [A999] | | <p>Existing surface water drainage within the proposed Active Travel Scheme Area is conveyed via stormwater drains into adjacent watercourses, which discharge into the River Dodder. As such, indirect connectivity with the SPA exists via this watercourse. However, due to the nature and scale of the proposed works, which are comparable in scale, methodology, and duration to typical road resurfacing or routine operational road maintenance activities, no significant effects on water quality are anticipated. As such, the potential for direct or indirect impacts on the marine habitat of the SCI species of this SPA can be excluded.</p> <p>No pathway for likely significant effect on this European Site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects. This site is not within the Likely Zone of Influence of the Proposed Development. Therefore, it is not considered further in this assessment.</p> |

4.3 Likely Cumulative Impact of the Proposed Works on European Sites, in-combination with other plans and projects

4.3.1 Projects

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme forms part of a wider initiative to deliver a comprehensive walking and cycling route between Tallaght and Ballyboden. This active travel network comprises three interconnecting projects (Firhouse Road Active Travel Improvement Scheme; Knocklyon to Ballyboden Active and Sustainable Travel Scheme; Old Bawn Road Active Travel Scheme). Upon completion, these schemes will link directly to create a unified active travel network. It is noted that the three schemes will be delivered separately.

The nature, scale and design of each of the three schemes are similar, consisting of localised, linear active travel improvements within the existing urban road network. In light of the staggered delivery of the projects, their comparable characteristics, and the lack of potential for significant effects identified for Knocklyon to Ballyboden Active and Sustainable Travel Scheme, no potential for significant in-combination effects on European Sites has been identified when considered alongside the other two Active Travel Schemes.

A search of relevant online Planning Registers, reviews of relevant documents, planning application details and planning drawings served to identify past and future projects, their activities, and their environmental impacts. All relevant projects were considered in relation to the potential for cumulative effects. All relevant data were reviewed (e.g., individual EISs/EIARs, layouts, drawings etc.) for all relevant projects where available. The projects considered include extensions to houses, retention permission, change of use, small alterations and the following:

- **Planning Ref: SD25A/0150** – Permission for: a) The demolition of the 4 no. existing shed structures on site within the curtilage of the protected structure. b) The retention, alteration and conversion of Scholarstown House (Protected Structure) into two no. residential units comprised of 1 no. 2-bed and 1 no. 3-bed units served by private open space in the form of ground floor terraces. The proposed works to Scholarstown House include but are not limited to internal re-configuration; the re-location of the staircase to its original location within the house; the removal of non-original features including the closing up of non-original openings; and the creation of a new door opening within the existing alcove, and the blocking up of a window opening both located on the northern elevation. c) The construction of an apartment block ranging in height from 3 to 5 storeys containing 55 no. apartment units comprised of 16 no. 1-bed apartments, 26 no. 2-bed apartments, and 13 no. 3-bed apartments all served by private open space in the form of balconies and/or ground floor terraces. d) The proposed development also includes residential amenities, car and cycle parking accessed via a new pedestrian and vehicular access off Orlagh Grove with the existing entrances on Scholarstown Road and Orlagh Grove being re-configured to provide for pedestrian and cycle access and all ancillary development works required to facilitate the development including but not limited to, plant rooms, a substation, bin stores, landscaping, boundary treatments and lighting. The proposed development comprises the carrying out of works to a protected structure: Scholarstown House (RPS Ref: 322). Decision due date 18/12/2025 (Active application). The AASR and EcIA for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site – overlapping proposed development area.

- **Planning Ref: LRD23A/0002** – The development will consist of the demolition of the existing former Institutional buildings and associated outbuildings (c.5,231 sq.m) and construction of a new residential development comprising 402 no. apartments (39 no. 1 beds, 302 no. 2 beds and 61 no. 3 beds) within 3 no. blocks ranging in height from 2 to 5 storeys over basement/lower ground floor. All residential units will be provided with associated private balconies/ terraces to the north/ south/ east/ west elevations. The development will include the following: Block A up to 5 storeys over basement/lower ground floor providing 118 no. units. Block B up to 5 storeys over basement providing 123 no. units. Block C up to 5 storeys over basement/lower ground floor providing 161 no. units. The development will also include a creche (c.656 sq.m) and 2 no. retail units (c.262 sq.m and c.97 sq.m) all located within Block A, along with c.322 sq.m of internal residential communal space located in Block C. The development will include the provision of a new public park in the north of the site along Taylor's Lane. The development will include 290 no. car parking spaces and 1,054 no. cycle parking spaces provided at basement/surface level. The development will include for a revised vehicular access from Edmondstown Road and an emergency vehicular access from Taylor's Lane along with pedestrian/cyclist accesses to/from the site. The development will include for road improvement works along Edmondstown Road including the existing junction of Scholarstown Road/ Edmondstown Road. The development will include for all associated site development works, open spaces, landscaping, SuDs features, boundary treatments, plant areas, waste management areas/bin stores, car/cycle parking areas (including EV parking), and services provision (including ESB substation/ kiosks). Permission granted after appeal on 23/09/2025. The AASR/NIS and EcIA for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site – overlapping proposed development area.
- **Planning Ref: SD24A/0265** – The Retention Planning Permission for the following as built alterations (previously granted layout Ref. No. SD20A/0095): (i) Change of use from Store Areas and Stairs Access to First Floor Level to Retail Area. (ii) Change of use from previously permitted Seating Area to Stores Area, relocated stairs to First Floor Store and public toilets accessed from the Retail Area. (iii) As constructed layout of Offices and Strong Room. (iv) As constructed lift to First Floor Store. (v) Increase in size of permitted Post Office Unit. (vi) Change of use from Retail Area to Seating Area. (vii) New Fire Escape Door on the Northern Elevation. (viii) Relocation of the existing fire escape door on the Eastern Elevation. (ix) As Constructed Canopy for the "Click and collect" facility on the Eastern side of the SuperValu Unit. (x) Relocation of the existing fire escape door and omission of the part of the Glazing permitted on the Southern Elevation. (xi) First Floor External cladding on the Southern and Western Elevation. (xii) Additional Cladding on the Western Facade of the Shopping Centre. (xiii) As constructed mono pitched glazed wind barrier on the Western side of the Entrance Tower to the Supervalu Unit. (xiv) As constructed location of the Trolley Bay on the on the Western side of the Entrance Tower to the Supervalu Unit. Permission granted 25/03/2025. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site: <100m.
- **Planning Ref: SD19A/0115** – Completion of works previously granted (SD11A/0254) to include: the construction of a PE hall, changing rooms, wc's, ancillary plant and storage; stage and fly tower to the existing assembly hall; 2 hard courts; improvements to existing paths, internal roadways; parking and drop off facilities; new entrance signage; 23 car parking spaces; bicycle parking; covered walkway; fencing; landscaping and associated site development works which lies within the curtilage of St. Mary's Convent, a Protected Structure; making good external walls to ancillary buildings to St. Mary's Convent; upgrade of access road as part of the improved access to the school; Retention of the previously granted demolition of a 1947 classroom wing; water tower and prefabs. Permission granted 10/04/2024. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site: <100m.
- **Planning Ref: SD20A/0140** – Permission for the construction of 2 grass playing pitches: pitch No.1 will measure some 145m long by 90m wide and pitch No.2 will measure some 133m long by 80m wide; club facilities including 4 changing rooms measuring 51sq.m each; storage facilities; function rooms; meeting rooms; physiotherapy facilities; kitchen facilities; wc and circulation space; site works include removal of existing hedgerows and trees; replanting areas; formation of a new pedestrian and

vehicular entrance on Firhouse road; 67 car parking spaces; 24 bicycle spaces; perimeter pathway; fencing and attendant landscaping works. Permission granted 20/07/2021. The AASR and Ecological Impact Statement for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site: <100m.

- **Planning Ref: SD20A/0146** – Permission for the installation of a cluster of solar PV panels measuring approximately 65sq.m lying flat on the roof of the technology rooms measuring approximately 350sq.m. Permission granted 14/09/2020. The relevant documentation for this project was consulted, and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site: <100m.
- **Planning Ref: SHD3ABP-305878-19** – Permission for the Demolition of all existing structures on site which include a single storey dwelling known as 'Beechpark' (172sq.m), a 2 storey dwelling known as 'Maryfield' (182sq.m), with associated garage/shed (33.5sq.m) and associated outbuildings (47.1sq.m); and the construction of 590 residential units (480 Build-to-Rent apartment units and 110 Build-to-Sell duplex units and apartments), ancillary residential support facilities and commercial floorspace. The total gross floor space of the development is 51,252sq.m over a partial basement of 5,888sq.m (which principally provides car and bicycle parking, plant and bin stores). The 480 'Build-to-Rent' units will be provided in 8 blocks as follows: 7 blocks ranging in height from part 5 to part 6 storeys (Blocks B1-B5, C1 and C3) and 1 block ranging in height from part 4 to part 6 storeys (Block C2) and will comprise 246 one bed units and 234 two bed units. The 110 'Build-to-Sell' units will be provided in 9 duplex blocks which will be 3 storeys in height (Blocks A1-A9) and will comprise 55 two bed units and 55 three bed units. The development will also consist of the provision of a part 1 to part 2 storey ancillary amenity block (Block D1) (414sq.m) within the central open space which comprises a gymnasium, lobby, kitchenette and lounge at ground floor level and lounge at first floor level in addition to a roof terrace (facing north, south and west) to serve the 'Build-to-Rent' residents; a 2 storey retail/café/restaurant building (Block D2 - 657sq.m) comprising 2 retail units at ground floor level (328.5sq.m) and a café/restaurant unit at first floor level (328.5sq.m); a creche (438sq.m) within Block C2 at ground floor level; and a Management Suite (261sq.m) and café/restaurant (288sq.m) within Block C3 at ground floor level all at a 5.35 hectare site located north of Scholarstown Road incorporating dwellings known as 'Beechpark' and 'Maryfield', Scholarstown Road, Dublin 16, D16 X3X8 and D16 N6V6. Works are also proposed to Scholarstown Road and Woodfield junction including new traffic signals, the elimination of the left-turn slip-lane into Woodfield off Scholarstown Road, upgraded public lighting and upgraded cycle and pedestrian facilities on an area measuring 0.7 hectares, providing a total application site area of 6.05 hectares. Permission granted 09/03/2020. The EIAR and AASR/NIS for this development were consulted and it was determined that the Proposed Development combined with this project would not have the potential to result in any significant in-combination effects on any European site. Approx. distance from site – overlapping proposed development area.

4.3.2 Plans

The following development plans have been reviewed and taken into consideration as part of this assessment:

- South Dublin County Council Development Plan 2022-2028
- Regional Spatial and Economic Strategy 2019 - 2031
- 4th National Biodiversity Action Plan 2023-2027

The review detailed in **Table 3-2** below focused on policies and objectives that relate to European sites and natural heritage. Policies and objectives relating to sustainable land use were also reviewed.

Table 4-2: Assessment of Development Plans

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|--|---|---|
| South Dublin County Council Development Plan 2022 - 2028 | <p>Policy SM1: Overarching – Transport and Movement</p> <ul style="list-style-type: none"> SM1 Objective 1: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets. <p>Policy SM2: Walking and Cycling</p> <ul style="list-style-type: none"> SM2 Objective 2: To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures. SM2 Objective 3: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas. SM2 Objective 4: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers. SM2 Objective 6: To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained in the National Cycle Manual or any updated guidance and to promote off-road cycle infrastructure where feasible, subject to any design having regard to environmental sensitivities. SM2 Objective 14: To ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessments. | <p>The development plan was reviewed, with particular reference to Policies and Objectives that relate to the biodiversity, protected species and designated sites.</p> <p>No potential for LSEs on any European site as a result of the proposed development was identified and no potential for significant in-combination impacts on European Sites when considered in conjunction with this Plan.</p> <p>No potential for significant in-combination effects on European site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|-------|--|---|
| | <p>Policy NCBH2: Biodiversity</p> <ul style="list-style-type: none"> • NCBH2 Objective 1: To support the implementation of the National Biodiversity Action Plan (2017- 2021) and the All-Ireland Pollinator Plan (2021-2025) and to support the adoption and implementation of the South Dublin County Biodiversity Action Plan (2020-2026) and Pollinator Action Plan (2021-2025) and any superseding plans. • NCBH2 Objective 2: To ensure the protection of designated sites in compliance with relevant EU Directives and applicable national legislation. • NCBH2 Objective 3: To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive. • NCBH2 Objective 4: To protect our rivers and in particular to avoid overdevelopment which could have an adverse effect on the biodiversity and ecosystems of the river. <p>Policy NCBH3: Natura 2000 Sites</p> <ul style="list-style-type: none"> • NCBH3 Objective 1: To prevent development and activities that would adversely affect the integrity of any Natura 2000 site located within or adjacent to the County and promote the favourable conservation status of the habitats and species integral to these sites. • NCBH3 Objective 2: To ensure that plans, including land use plans, will only be adopted, if they either individually or in combination with existing and / or proposed plans or projects, will not have a significant adverse effect on a European Site, or where such a plan is likely or might have such a significant adverse effect (either alone or in combination), South Dublin County Council will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92 / 43 / EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the plan will not adversely affect the integrity of any European site, will South Dublin County Council adopt the plan, incorporating any necessary mitigation measures. A plan which could adversely affect the integrity of a European site may only be adopted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation. | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|-------|--|---|
| | <ul style="list-style-type: none"> • NCBH3 Objective 3: To ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and / or proposed plans or projects, will not have a significant adverse effect on a European Site, or where such a development proposal is likely or might have such a significant adverse effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92 / 43 / EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the planning authority agree to the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation. <p>Policy NCBH5: Protection of Habitats and Species Outside of Designated Areas</p> <p>Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.</p> <ul style="list-style-type: none"> • NCBH5 Objective 1: To ensure that development does not have a significant adverse impact on biodiversity, including known rare and threatened species, and that biodiversity enhancement measures are included in all development proposals. • NCBH5 Objective 2: To ensure that an Ecological Impact Assessment is undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals. <p>Policy NCBH10: Invasive Species</p> <p>Protect against and prevent the introduction and spread of invasive species within the County and require landowners and developers to adhere to best practice guidance in relation to the control of invasive species.</p> | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|-------|---|---|
| | <ul style="list-style-type: none"> • NCBH10 Objective 1: To ensure that development proposals do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, applicants should submit a control and management programme with measures to prevent, control and / or eradicate the particular invasive species as part of the planning process and to comply with the provisions of the <i>European Communities Birds and Habitats Regulations 2011</i> (S.I. 477 / 2011). • NCBH10 Objective 2: To ensure that the Council promptly and appropriately treats invasive species such as Japanese Knotweed, including where notified by members of the public that such species, located on public lands, pose a potential threat to property. <p>Policy NCBH11: Tree Preservation Orders and Other Tree / Hedgerow Protections</p> <p>Review Tree Preservation Orders (TPO) within the County and maintain the conservation value of trees and groups of trees that are the subject of a Tree Preservation Order while also recognising the value of and protecting trees and hedgerows which are not subject to a TPO.</p> <ul style="list-style-type: none"> • NCBH11 Objective 1: To review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order. • NCBH11 Objective 2: To regularly evaluate and identify trees of amenity value within the County with a view to making them the subject of Tree Preservation Orders or otherwise protecting them and to furnish information to the public in this regard. • NCBH11 Objective 3: To protect and retain existing trees, hedgerows, and woodlands which are of amenity and / or biodiversity and / or carbon sequestration value and / or contribute to landscape character and ensure that proper provision is made for their protection and management taking into account Living with Trees: South Dublin County Council's Tree Management Policy (2015-2020) or any superseding document and to ensure that where retention is not possible that a high value biodiversity provision is secured as part of the phasing of any development to protect the amenity of the area. • NCBH11 Objective 4: To protect the hedgerows of the County, acknowledging their role as wildlife habitats, biodiversity corridors, links within the County's green infrastructure network, their visual amenity and landscape character value and their significance as demarcations of historic field patterns and townland boundaries. (Refer also to Chapter 4: Green Infrastructure). | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|-------|--|---|
| | <ul style="list-style-type: none"> • NCBH11 Objective 5: To ensure that intact hedgerows / trees will be maintained above the 120m contour line within the County ensuring that the strong rural character will not be diluted and that important heritage features and potential wildlife corridors are protected. <p>Policy GI1: Green Infrastructure - Overarching: Protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting, enhancing and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams that provide a shared space for amenity and recreation, biodiversity protection, water quality, flood management and adaptation to climate change.</p> <ul style="list-style-type: none"> • GI1 Objective 1: To establish a coherent, integrated and evolving GI Network across South Dublin County with parks, open spaces, hedgerows, trees including public street trees and native mini woodlands (Miyawaki-Style), grasslands, protected areas and rivers and streams and other green and blue assets forming strategic links and to integrate and incorporate the objectives of the GI Strategy throughout all relevant land use plans and development in the County • GI1 Objective 3: To facilitate the development and enhancement of sensitive access to and connectivity between areas of interest for residents, wildlife and biodiversity, and other distinctive landscapes as focal features for linkages between natural, semi natural and formalised green spaces where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites and protected habitats outside of Natura 2000 sites. <p>Policy GI2: Biodiversity: Strengthen the existing Green Infrastructure (GI) network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County as part of South Dublin County Council's commitment to the National Biodiversity Action Plan 2021-2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the Eastern and Midlands Region Spatial and Economic Strategy (RSES).</p> | |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|--|--|---|
| | <ul style="list-style-type: none"> • GI2 Objective 1: To reduce fragmentation and enhance South Dublin County's GI network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider GI Network. • GI2 Objective 2: To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process, such proactive approach to include provision to inspect development sites post construction to ensure hedgerow coverage has been protected as per the plan. • GI2 Objective 5: To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site and to take a proactive approach to protection and enforcement. • GI2 Objective 7: To enhance the biodiversity value of publicly owned hard infrastructure areas by incorporating the planting of new trees, grasses and other species, thereby integrating this infrastructure into the overall GI network. | |
| Regional Spatial and Economic Strategy 2019 - 2031 | <p>Biodiversity and Natural Heritage</p> <p>RPO 7.16: Support the implementation of the Habitats Directives in achieving an improvement in the conservation status of protected species and habitats in the Region and to ensure alignment between the core objectives of the EU Birds and Habitats Directives and local authority development plans.</p> <p>RPO 7.17: Facilitate cross boundary co-ordination between local authorities and the relevant agencies in the Region to provide clear governance arrangements and coordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites whilst also addressing the need for management of alien invasive species and the conservation of native species.</p> | <p>The development plan was reviewed, with particular reference to Policies and Objectives that relate to the biodiversity, protected species and designated sites.</p> <p>No potential for LSEs on any European site as a result of the proposed development was identified and no potential for significant in-combination impacts on European Sites when considered in conjunction with this Plan.</p> <p>No potential for significant in-combination effects on European site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|---|---|---|
| | <p>RPO 7.18: Work with local authorities and state agencies to promote the development of all aspects of park management in the Wicklow National Park and the Slieve Bloom Mountains.</p> <p>RPO 7.19: Support the consideration of designating a National Park for the peatlands area in the Midlands.</p> <p>RPO 7.20: Promote the development of improved visitor experiences, nature conservation and sustainable development activities within the Dublin Bay Biosphere in cooperation with the Dublin Bay UNESCO Biosphere Partnership.</p> <p>RPO 7.22: Local authority development plan and local area plans, shall identify, protect, enhance, provide and manage Green Infrastructure in an integrated and coherent manner and should also have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species.</p> | |
| 4th National Biodiversity Action Plan 2023-2027 | <p>Ireland's 4th National Biodiversity Action Plan 2023-2030 (Department of Housing, Local Government and Heritage, 2024) (the "NBAP"). The NBAP strives for a "whole of government, whole of society" approach to the governance and conservation of biodiversity. It demonstrates Ireland's continuing commitment to meeting and acting on its obligations to protect Ireland's biodiversity for the benefit of future generations and will implement this through a number of key targets, actions and objectives. The Wildlife (Amendment) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the NBAP. The NBAP sets out five key objectives as follows.</p> <p>Objective 1: Adopt a Whole-of Government, Whole of-Society Approach to Biodiversity. Proposed actions include capacity and resource reviews across Government; determining responsibilities for the expanding biodiversity agenda providing support for communities, citizen scientists and business; and mechanisms for the governance and review of this National Biodiversity Action Plan.</p> | <p>The objectives set out in the NBAP aim to protect and enhance and promote biodiversity, nature restoration on the Island of Ireland and also contribute to International biodiversity initiative.</p> <p>No potential for cumulative impacts were identified upon review of the Plan in conjunction with the Proposed development.</p> <p>No potential for significant in-combination effects on European site was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects.</p> |

| Plans | Key Policies and Objectives directly related to European Sites and Biodiversity in the Zone of Influence | Assessment of Potential Impact on Ecological Receptors and Designated Sites |
|-------|---|---|
| | <p>Objective 2: Meet Urgent Conservation and Restoration Needs. Supporting actions will build on existing conservation measures. Efforts to tackle Invasive Alien Species will be elevated. The protected area network will be expanded to include the Marine Protected Areas. The ambition of the EU Biodiversity Strategy will be considered as part of an evolving work programme across Government</p> <p>Objective 3: Secure Nature's Contribution to People. Actions highlight the relationship between nature and people in Ireland. These include recognising the tangible and intangible values of biodiversity, promoting nature's importance to our culture and heritage and recognising how biodiversity supports our society and our economy.</p> <p>Objective 4: Enhance the Evidence Base for Action on Biodiversity. This objective focuses on biodiversity research needs, as well as the development and strengthening of long-term monitoring programmes that will underpin and strengthen future decision-making. Action will also focus on collaboration to advance ecosystem accounting that will contribute towards natural capital accounts.</p> <p>Objective DS 10 – Impacts of Developments on Protected Sites Have regard to any impacts of development on or near existing and proposed Natural Heritage Areas, Special Protection Areas and Special Areas of Conservation, Nature Reserves, Ramsar Sites, Wildfowl Sanctuaries, Salmonoid Waters, Refuges for Flora and Fauna, Conamara National Park, shellfish waters, freshwater pearl mussel catchments and any other designated sites including future designations.</p> <p>Objective 5: Strengthen Ireland's Contribution to International Biodiversity Initiatives. Collaboration with other countries and across the island of Ireland will play a key role in the realisation of this Objective. Ireland will strengthen its contribution to international biodiversity initiatives and international governance processes, such as the United Nations Convention on Biological Diversity.</p> | |

4.3.3 Conclusion of in-combination/cumulative assessment

In light of the information provided in Sections 4.3.1 and 4.3.2 above, it is concluded that there is no potential for in-combination effects to undermine the integrity of any European sites from the Proposed Development with other plans and/or projects. The potential for in-combination effects to undermine the integrity of any European site acting in-combination with other plans or projects can be excluded.

There were no Annex I habitats identified within the works site boundary and there was no evidence of Annex II species or SCI species using the areas of habitat surveyed. There was no evidence of protected fauna using the proposed Study Area.

No pathway or mechanism for the development works to result in any significant effect on any European Site, was identified when considered on its own during the assessment process and therefore, there is no potential for it to contribute to any such effects when considered in-combination with any other development.

5.

ARTICLE 6(3) APPROPRIATE ASSESSMENT SCREENING STATEMENT AND CONCLUSIONS

The findings of this Screening Assessment are presented following the European Commission's Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2021) and Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (EC, 2018) as well as the Department of the Environment's Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010).

5.1

Concluding Statement

Following an examination, analysis and evaluation of the relevant data and information set out within this Screening Report, it can be concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed Active Travel Scheme, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites.

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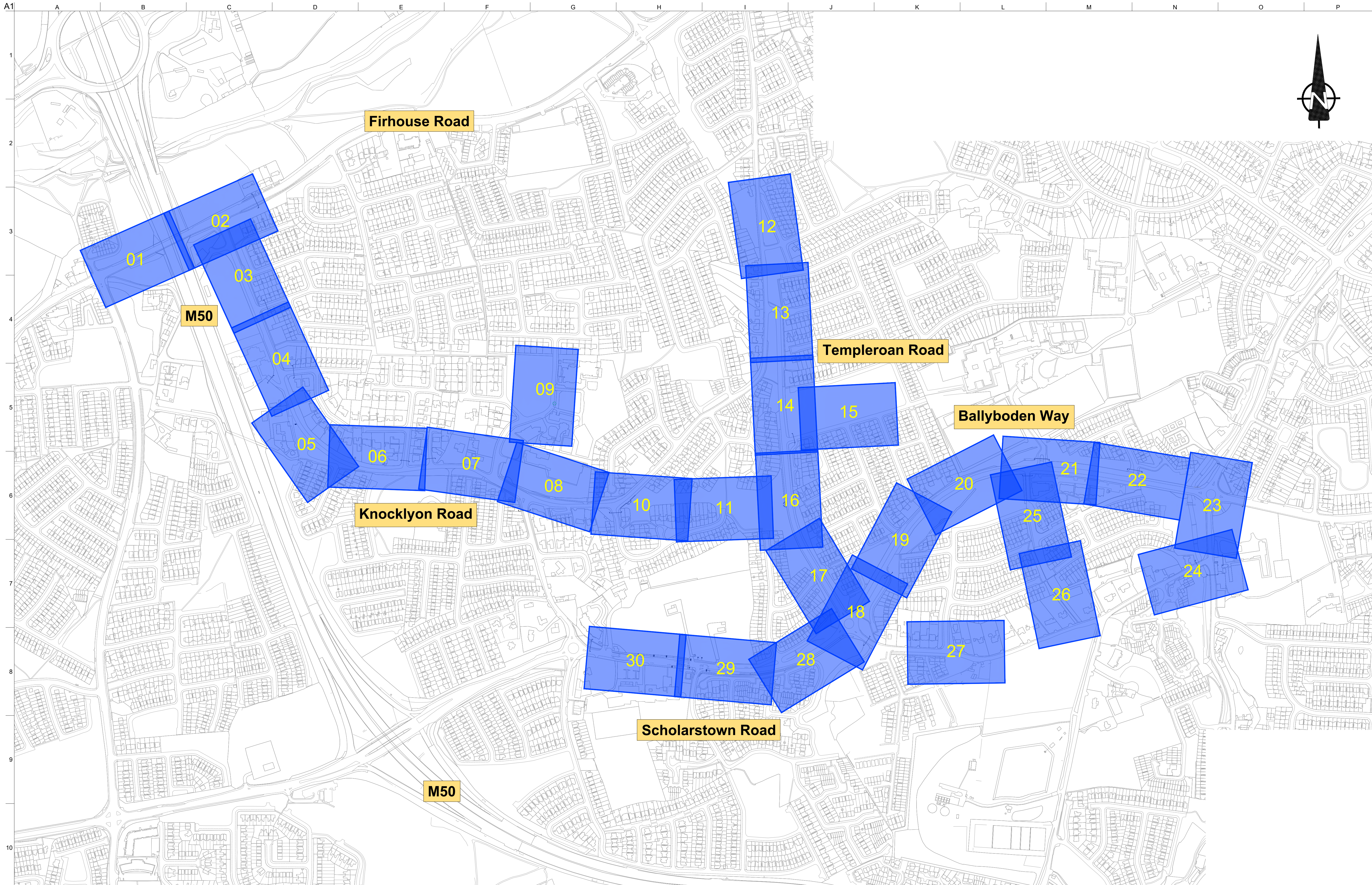
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APPENDIX 3

KNOCKLYON TO BALLYBODEN ACTIVE AND SUSTAINABLE TRAVEL SCHEME PART VIII PLANNING DRAWINGS



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| P01 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Client



Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Keyplan

Scale at A1 1:3500 (1:7000 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

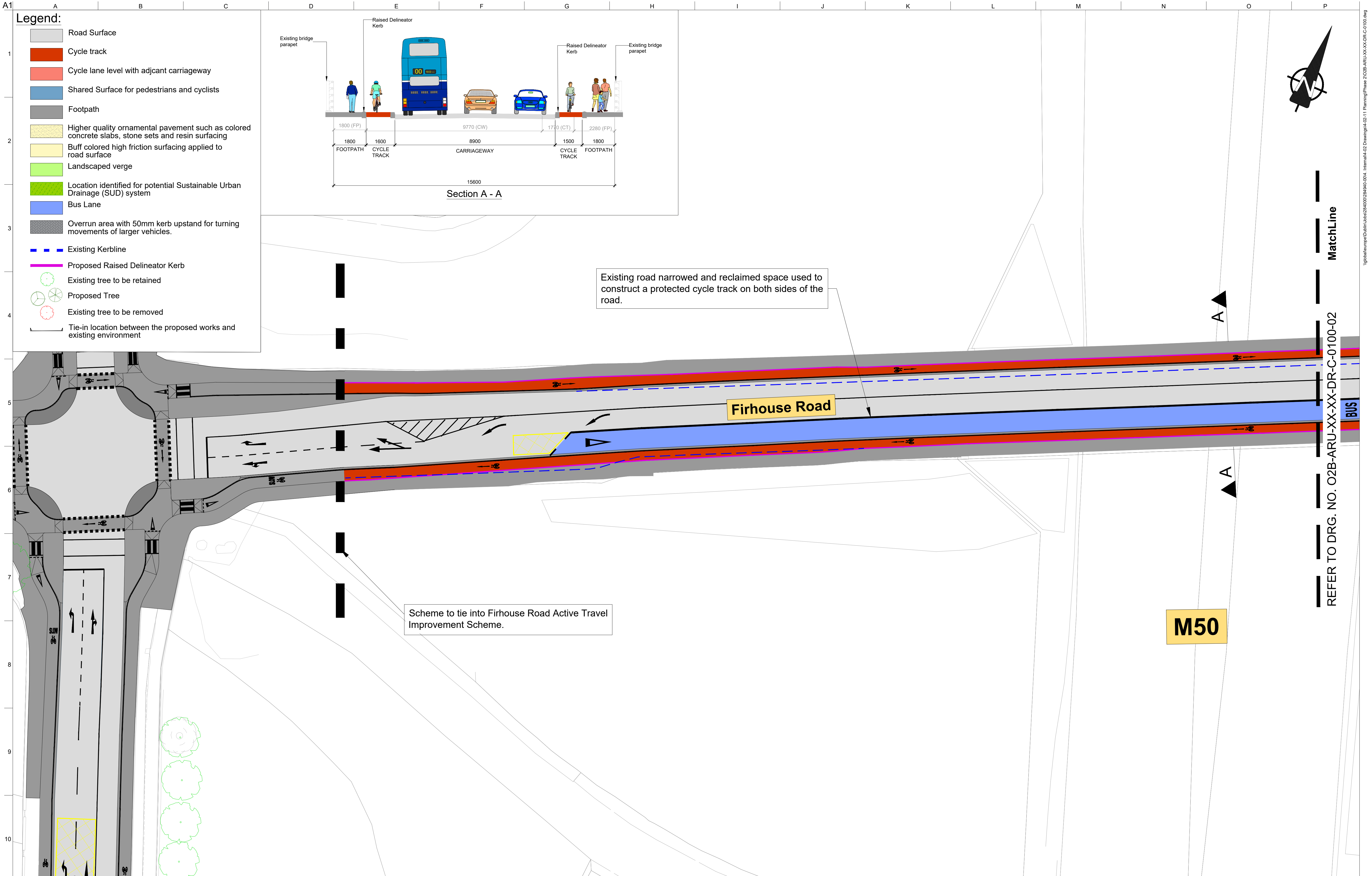
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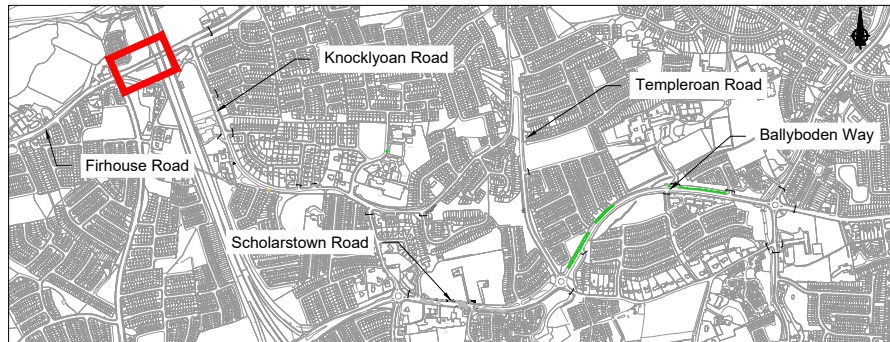
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| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Project Title

Knocklyon to Ballyboden Active
and Sustainable Travel Scheme

Drawing Title

General Arrangement
Sheet 01 of 30

Scale at A1 1:250 (1:500 @ A3)

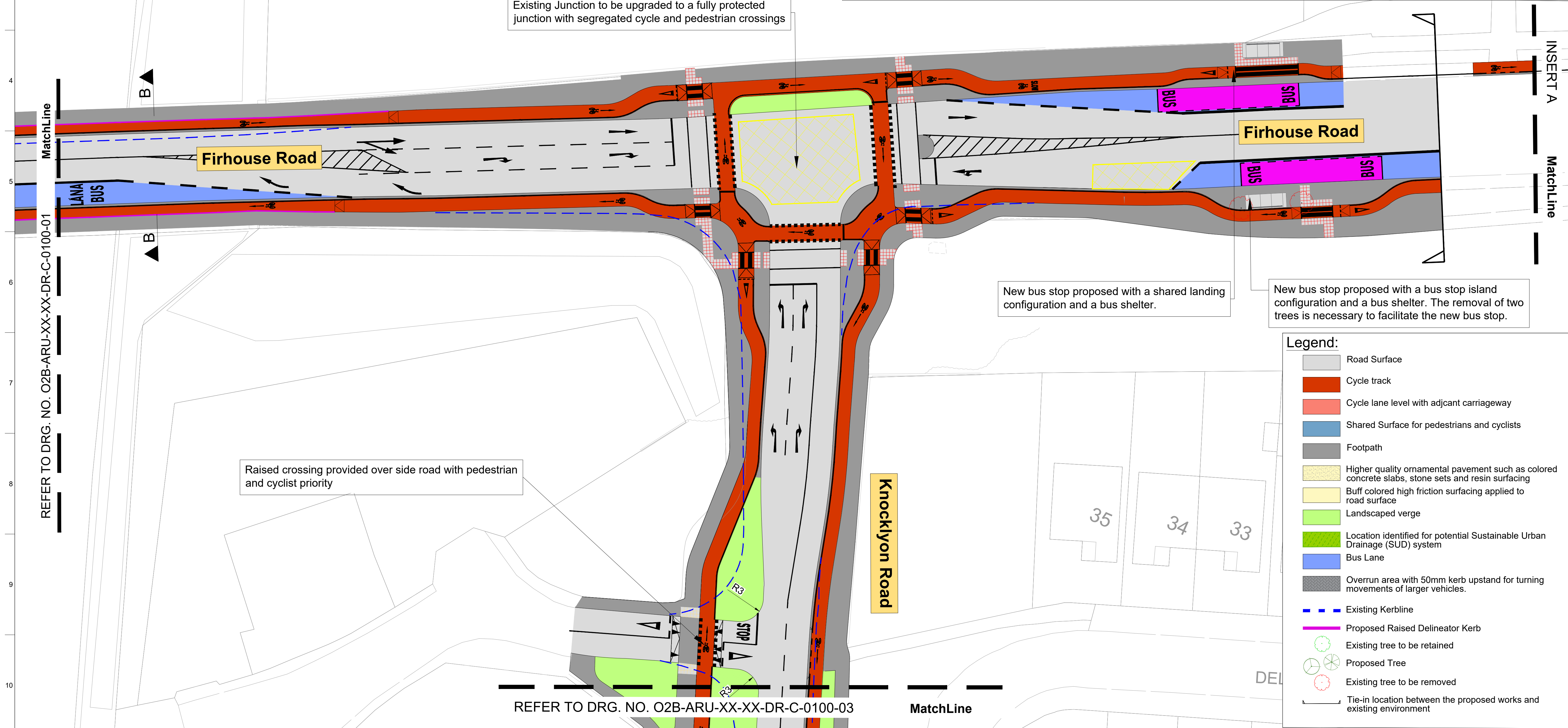
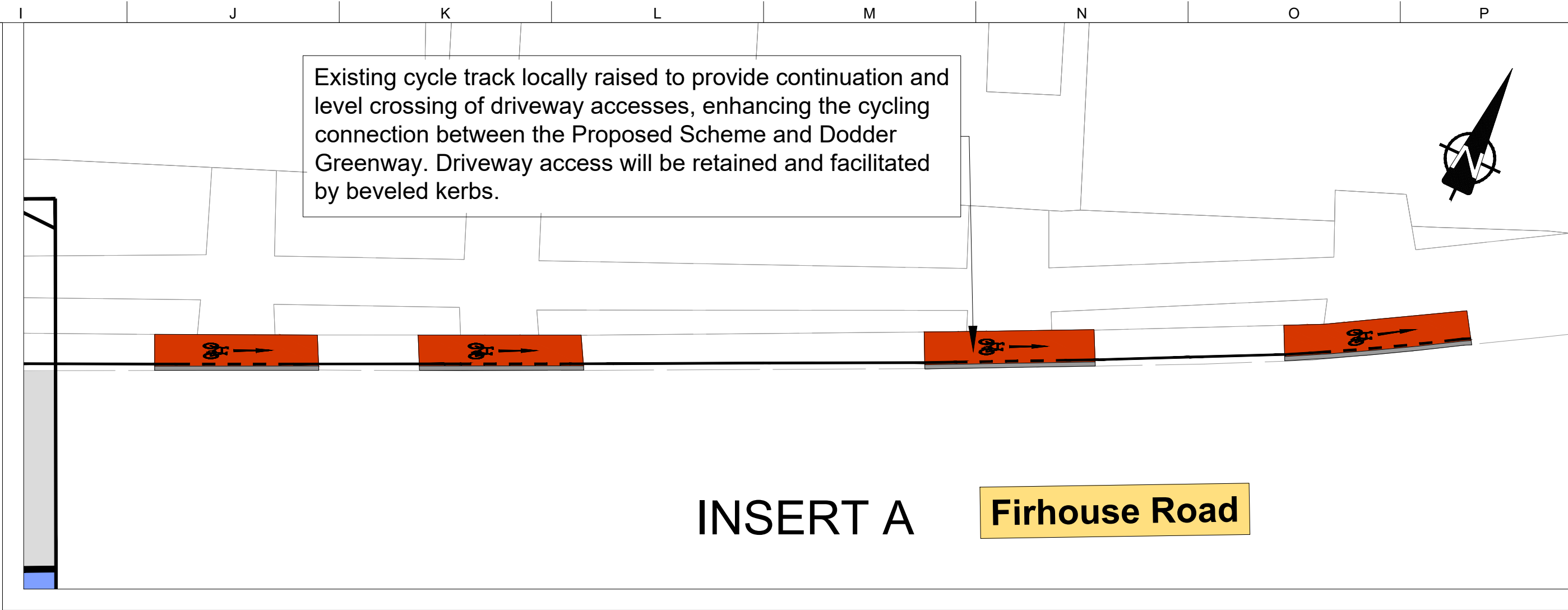
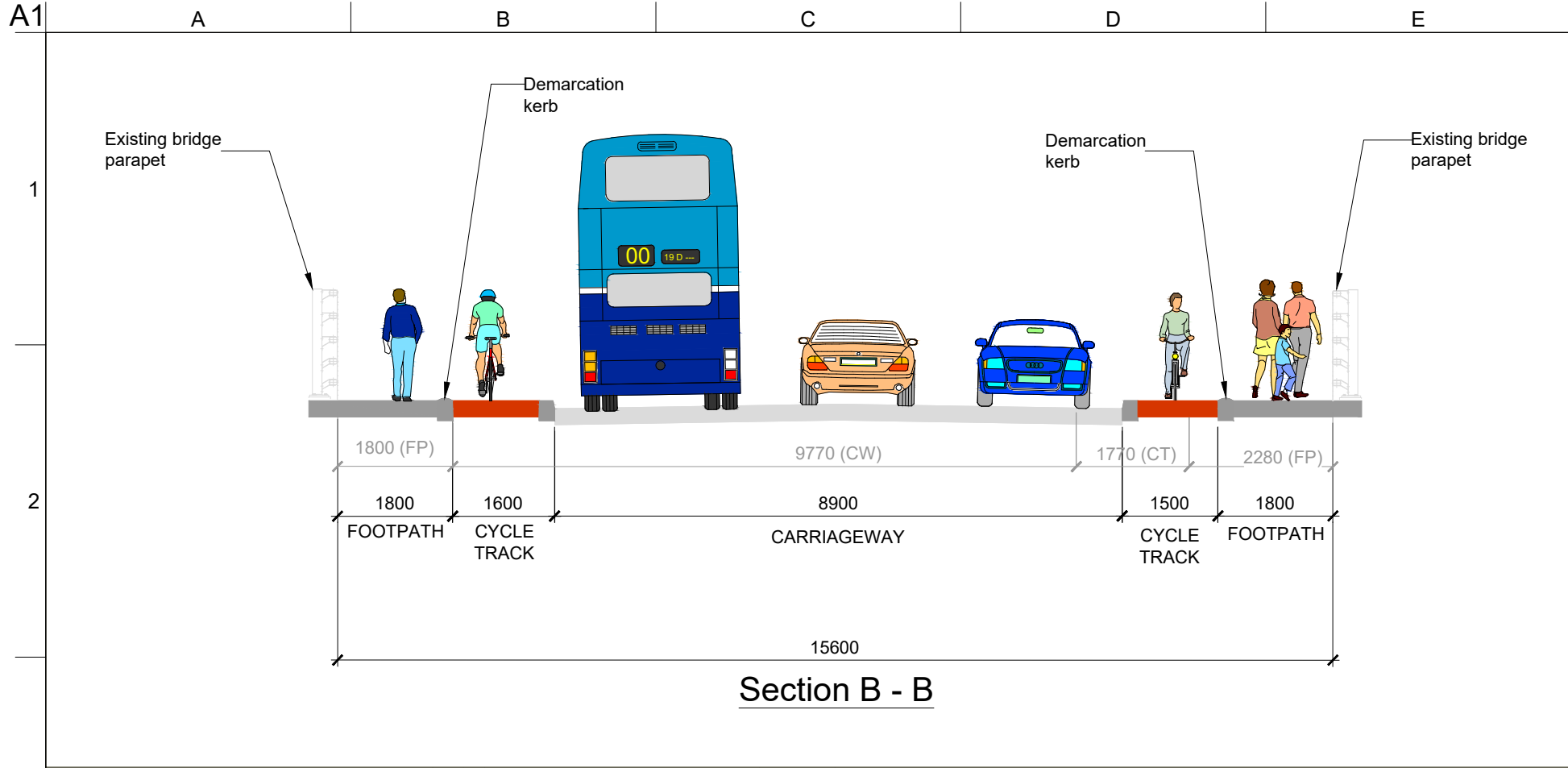
Role Infrastructure

Suitability For Planning

Arup Job No
284940-00

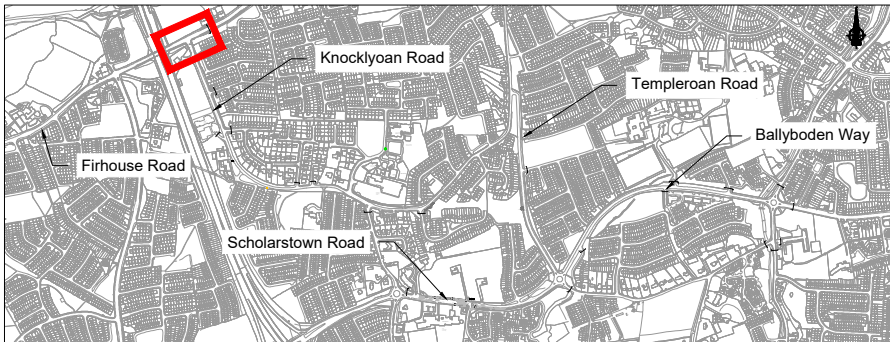
Name
O2B-ARU-XX-XX-DR-C-0100-01

Rev
P05



- Legend:
- Road Surface
 - Cycle track
 - Cycle lane level with adjcant carriageway
 - Shared Surface for pedestrians and cyclists
 - Footpath
 - Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
 - Buff colored high friction surfacing applied to road surface
 - Landscaped verge
 - Location identified for potential Sustainable Urban Drainage (SUD) system
 - Bus Lane
 - Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
 - Existing Kerbline
 - Proposed Raised Delineator Kerb
 - Existing tree to be retained
 - Proposed Tree
 - Existing tree to be removed
 - Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Knocklyon to Ballyboden Active
and Sustainable Travel Scheme

Drawing Title

General Arrangement
Sheet 02 of 30

Scale at A1 1:250 (1:500 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

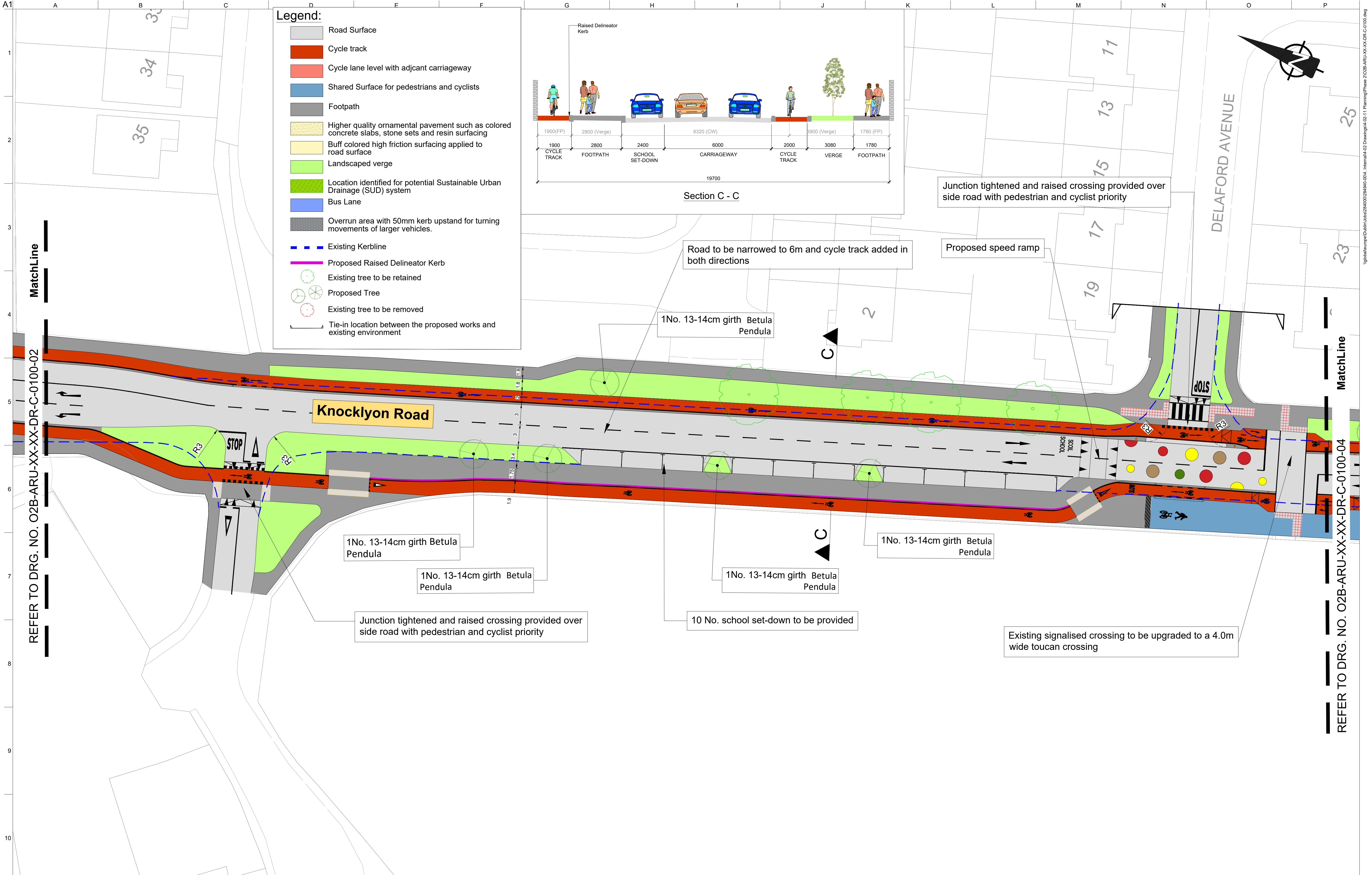
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Rev

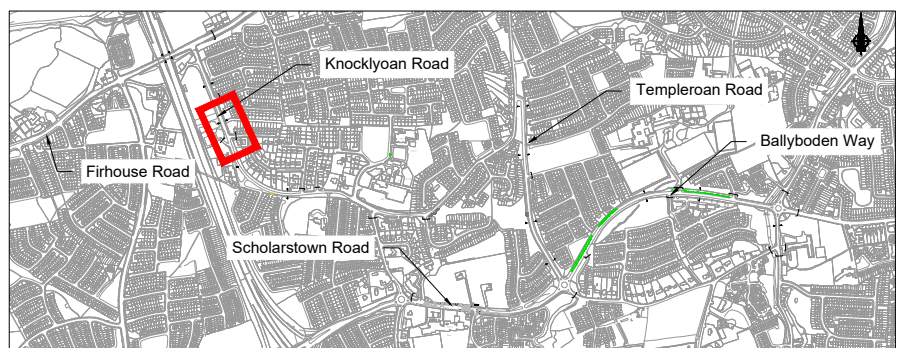
P04

Name

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|-----|----------|----|------|------|
| P05 | 19/09/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

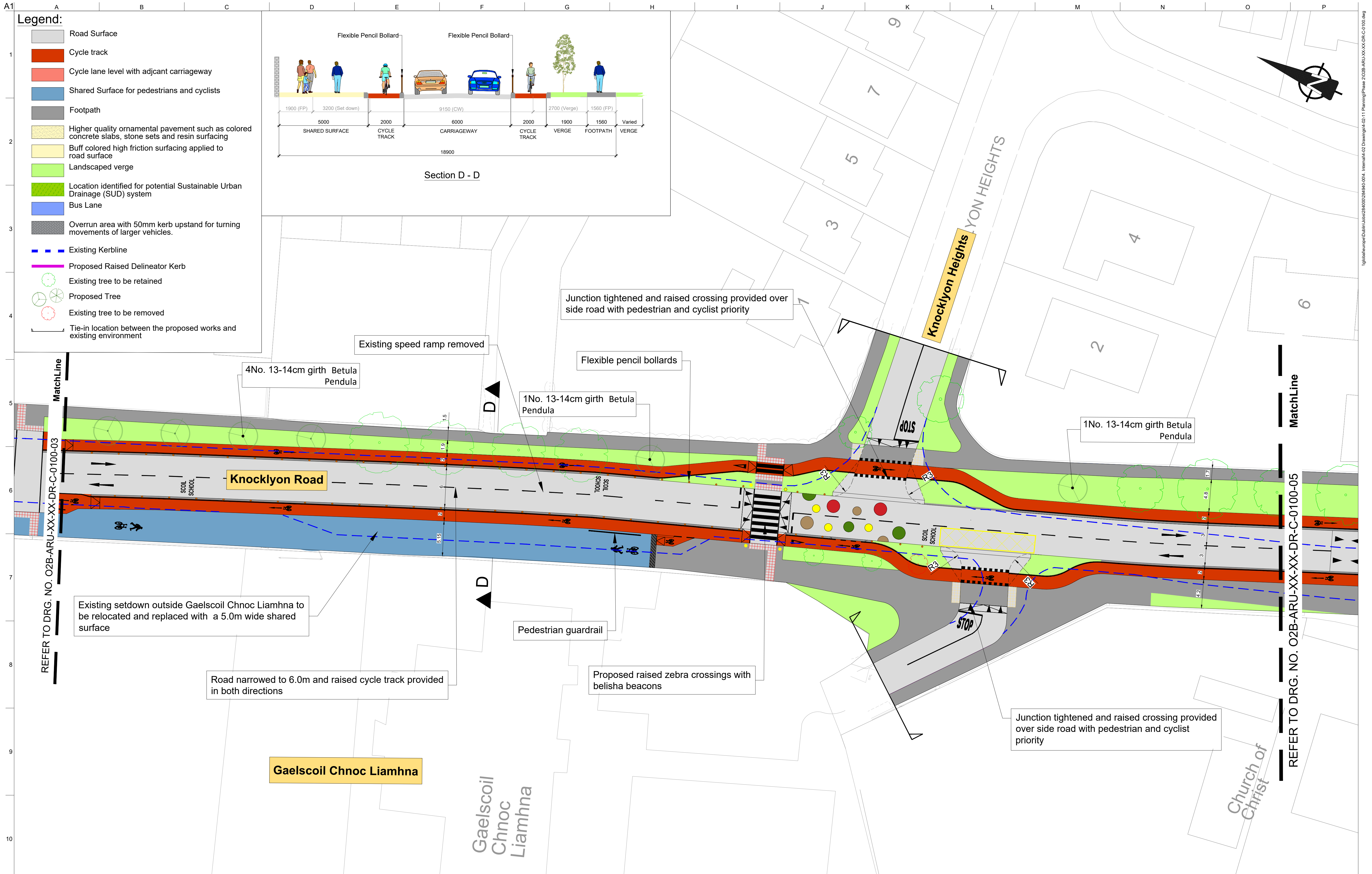
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 03 of 30

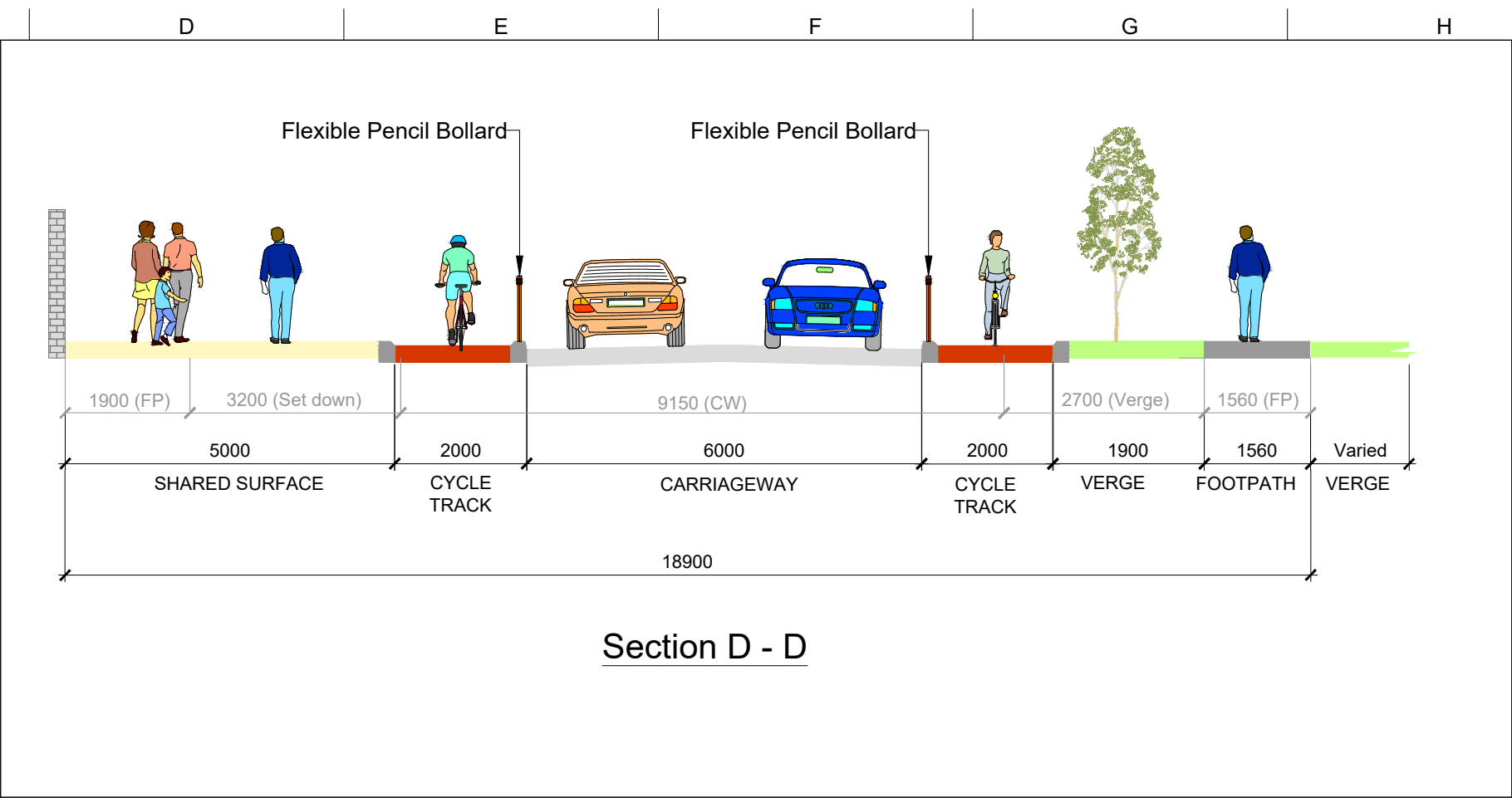
Scale at A1 1:250 (1:500 @ A3)

| | |
|----------------------------|----------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P05 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-03 | |



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
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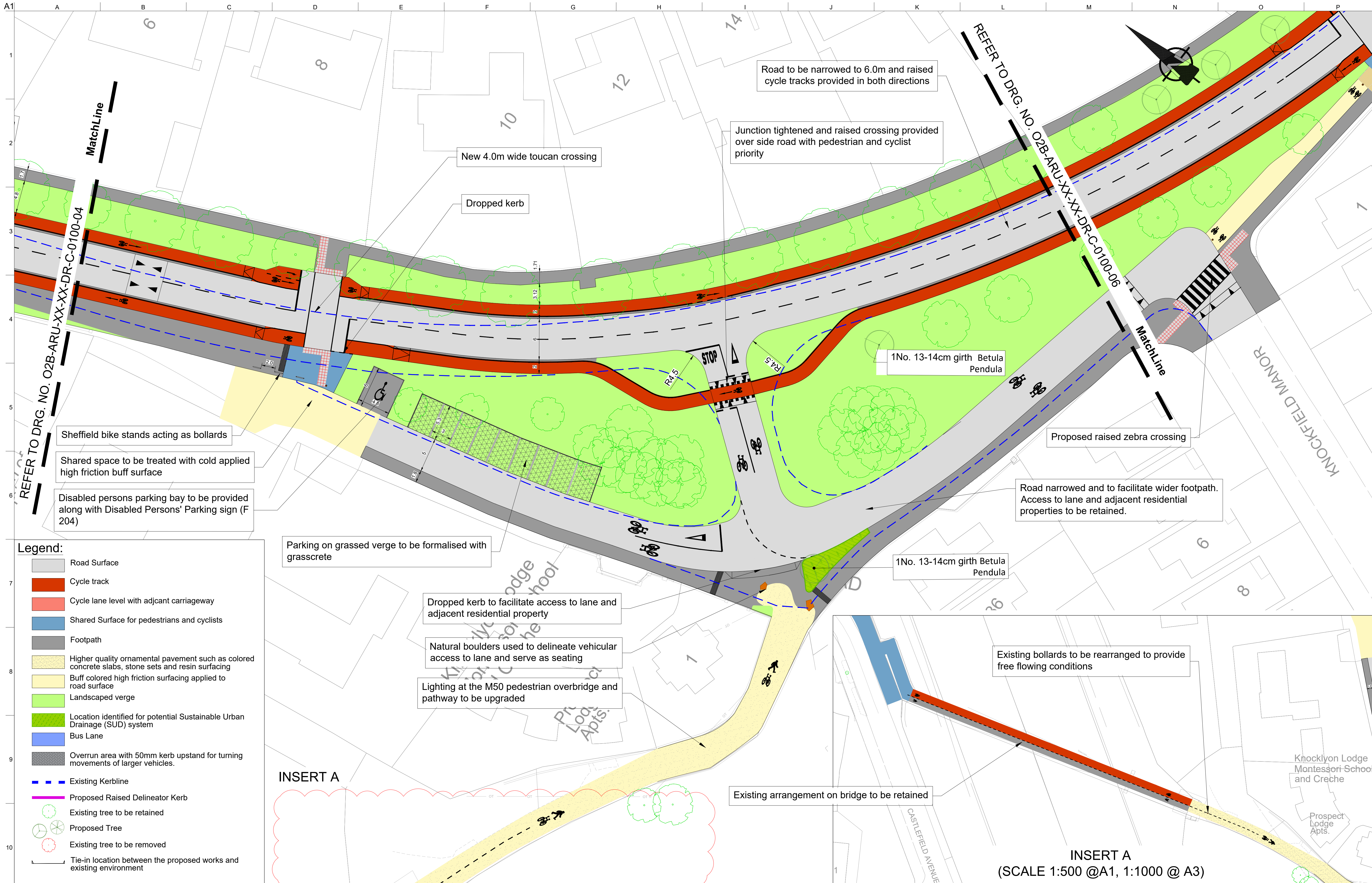
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 04 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-04 |
| Rev | P04 |



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
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- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
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- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment

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| Rev | Date | By | Chkd | Appd |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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Project Title

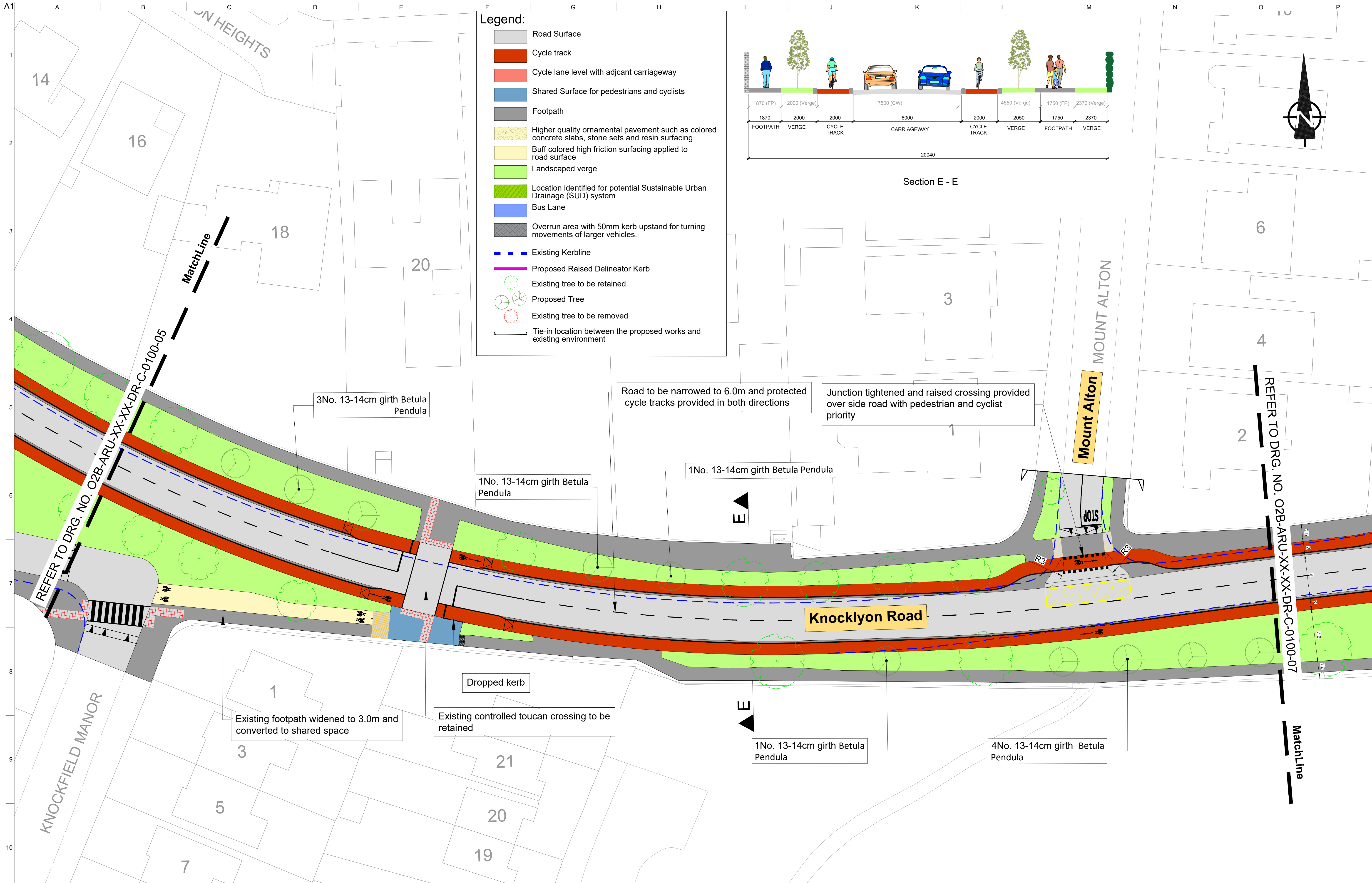
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 05 of 30

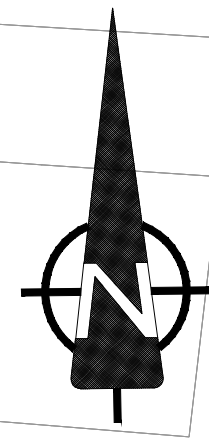
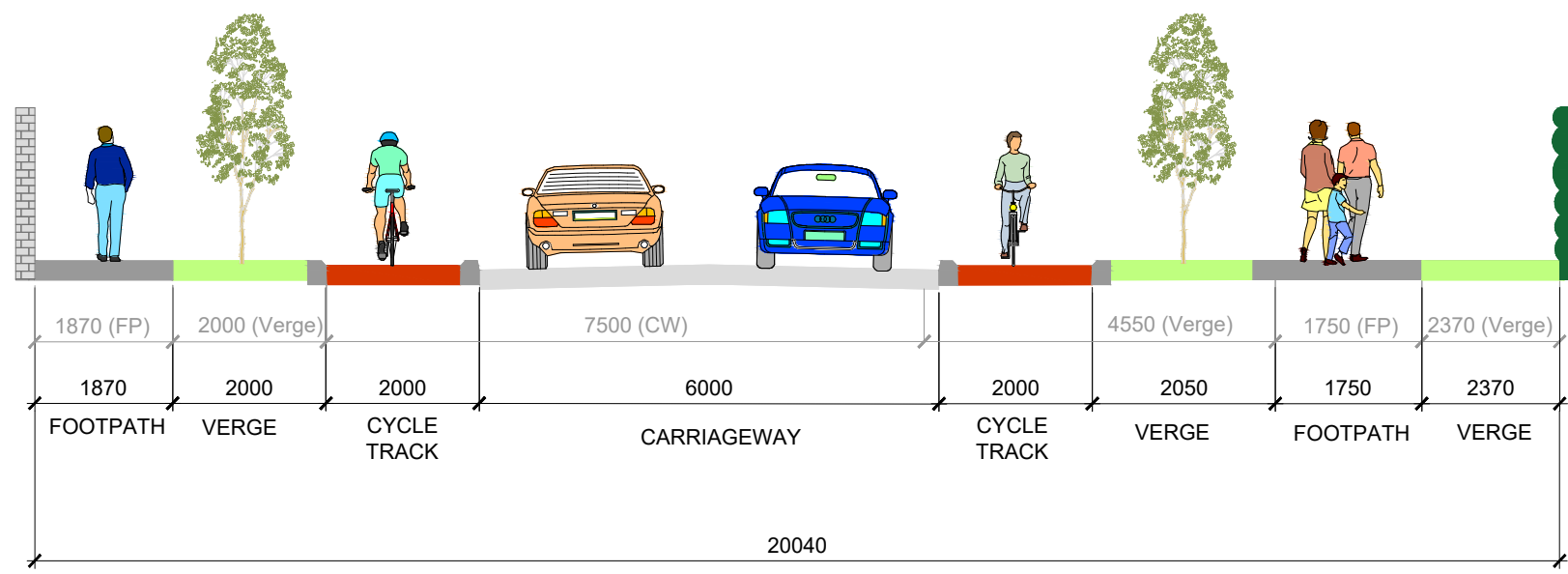
Scale at A1 1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-05 |
| Rev | P04 |

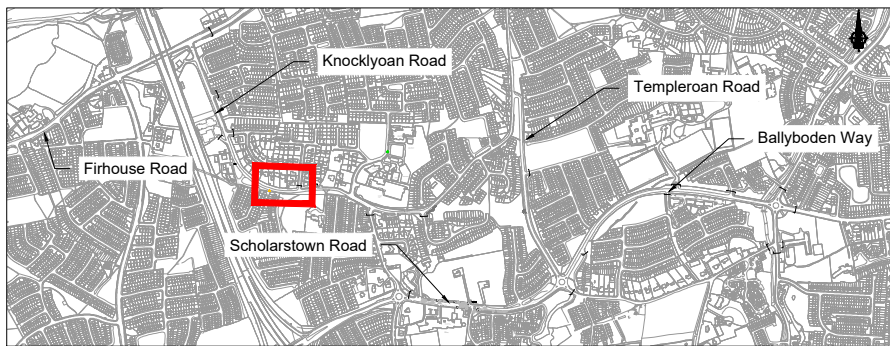


Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjacent carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



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| | | | | |
|-----|----------|----|------|------|
| P05 | 19/09/25 | JR | DC | DC |
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 06 of 30

Scale at A1 1:250 (1:500 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

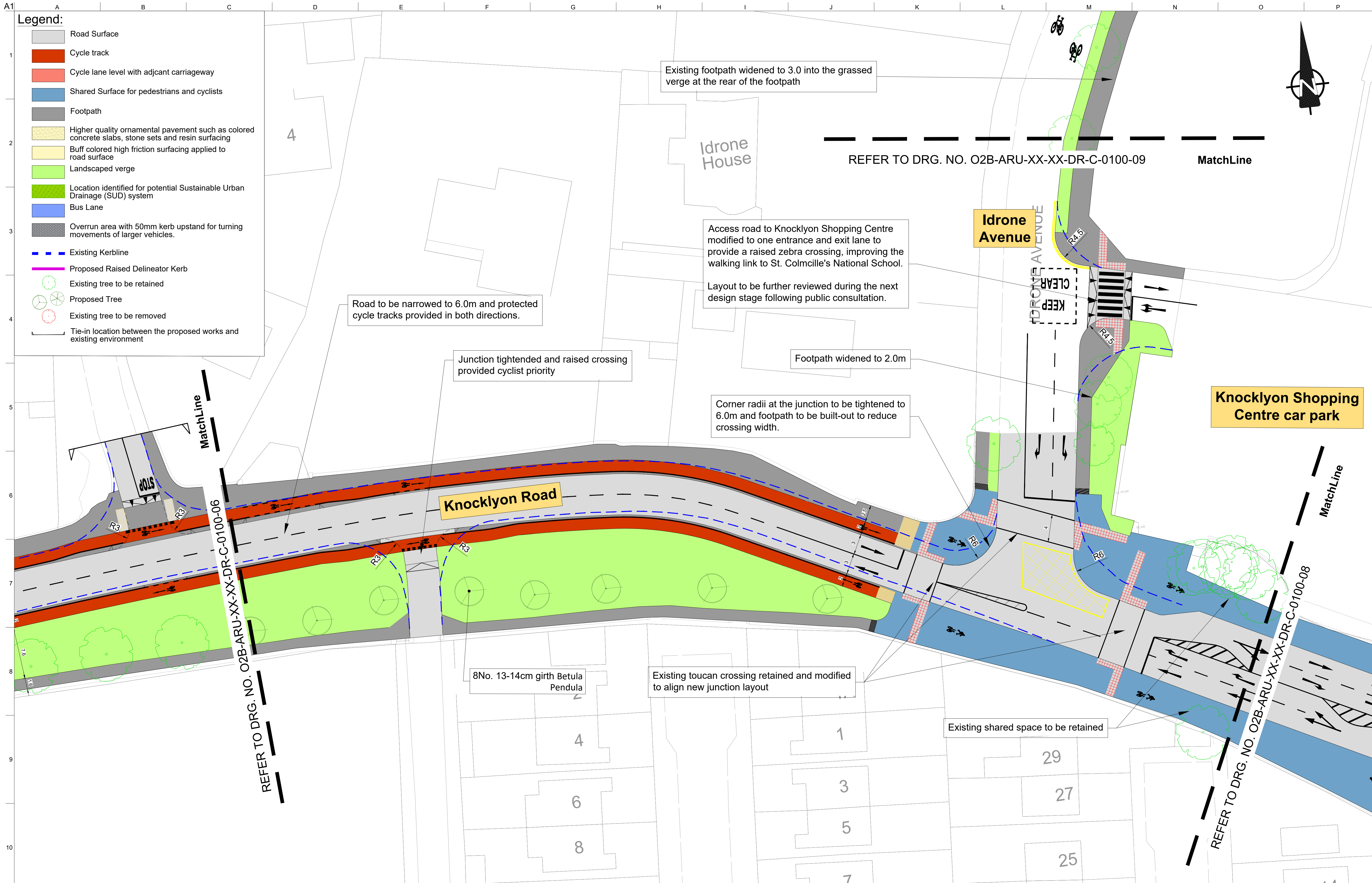
284940-00

Rev

P05

Name

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active
and Sustainable Travel Scheme

Drawing Title

General Arrangement
Sheet 07 of 30

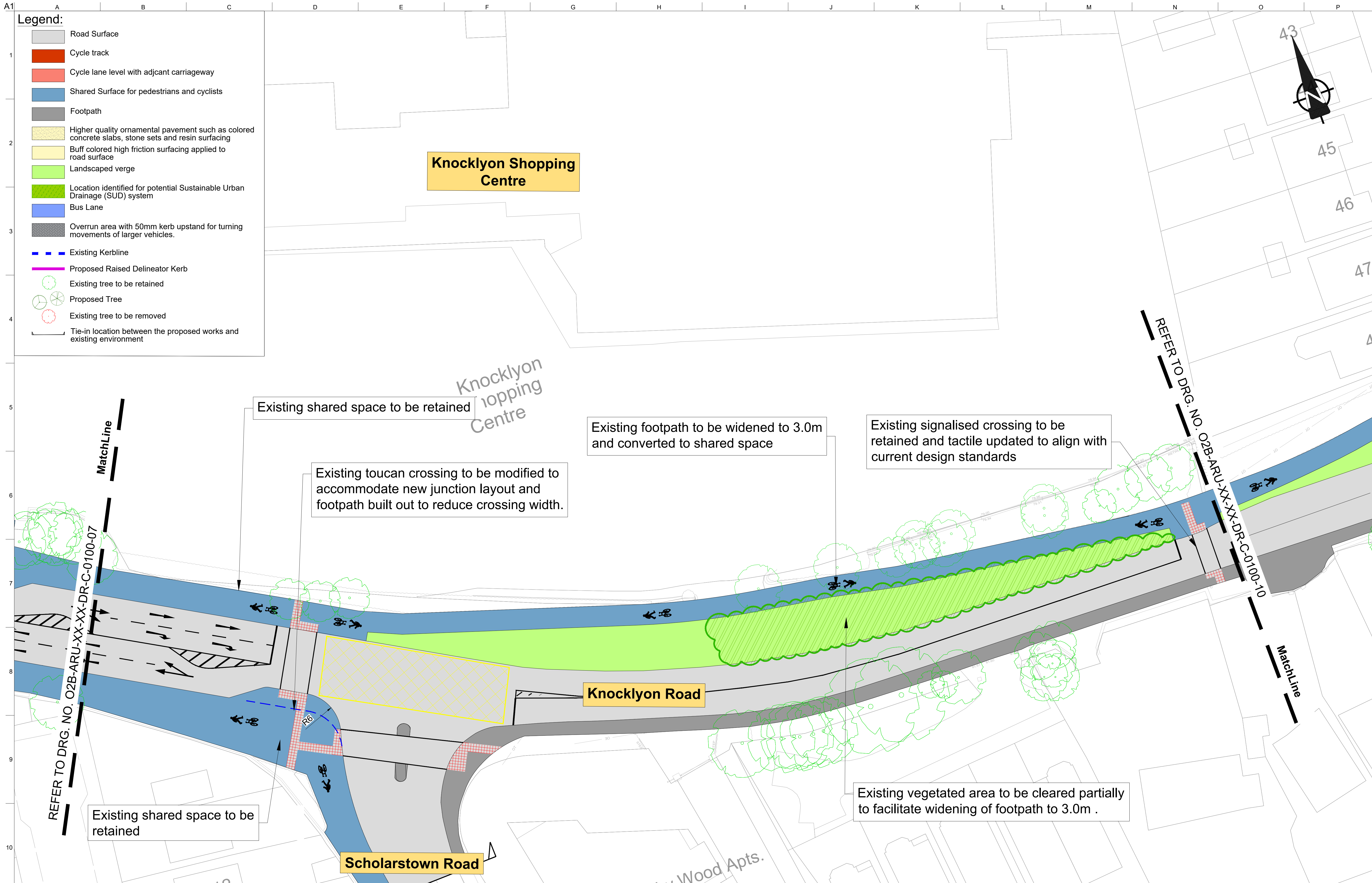
Scale at A1

1:250 (1:500 @ A3)

| | |
|----------------------------|----------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-07 | |

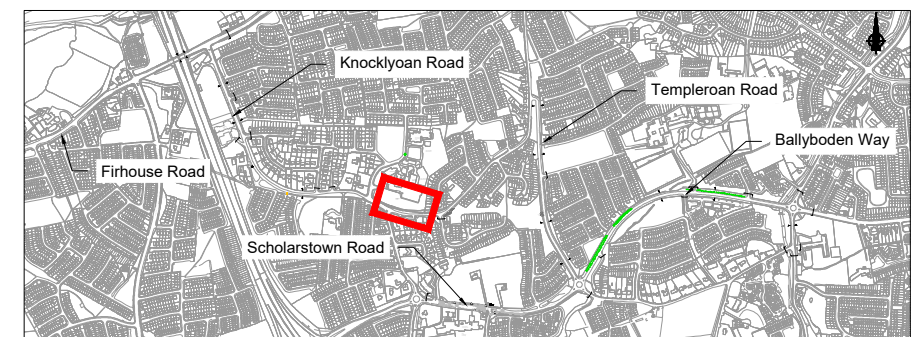
Do not scale

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|-----|----------|----|------|------|
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| P03 | 17/04/25 | JR | DC | DC |
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| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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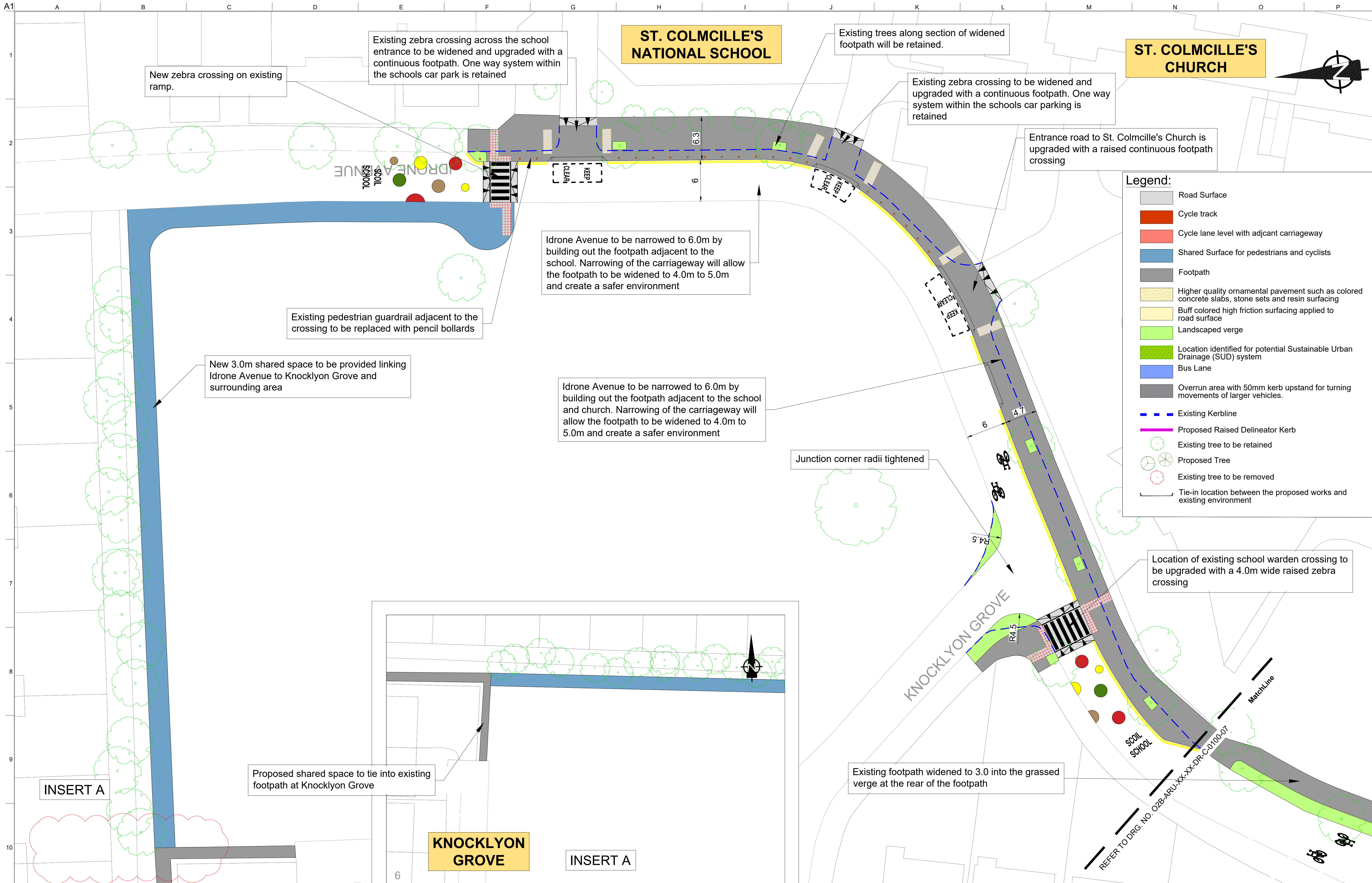
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Project Title
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title
General Arrangement Sheet 08 of 30

| | |
|----------------------------|--------------------|
| Scale at A1 | 1:250 (1:500 @ A3) |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-08 | |



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|-----|----------|----|------|------|
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| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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Project Title

Knocklyon to Ballyboden Active
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Drawing Title

General Arrangement
Sheet 09 of 30

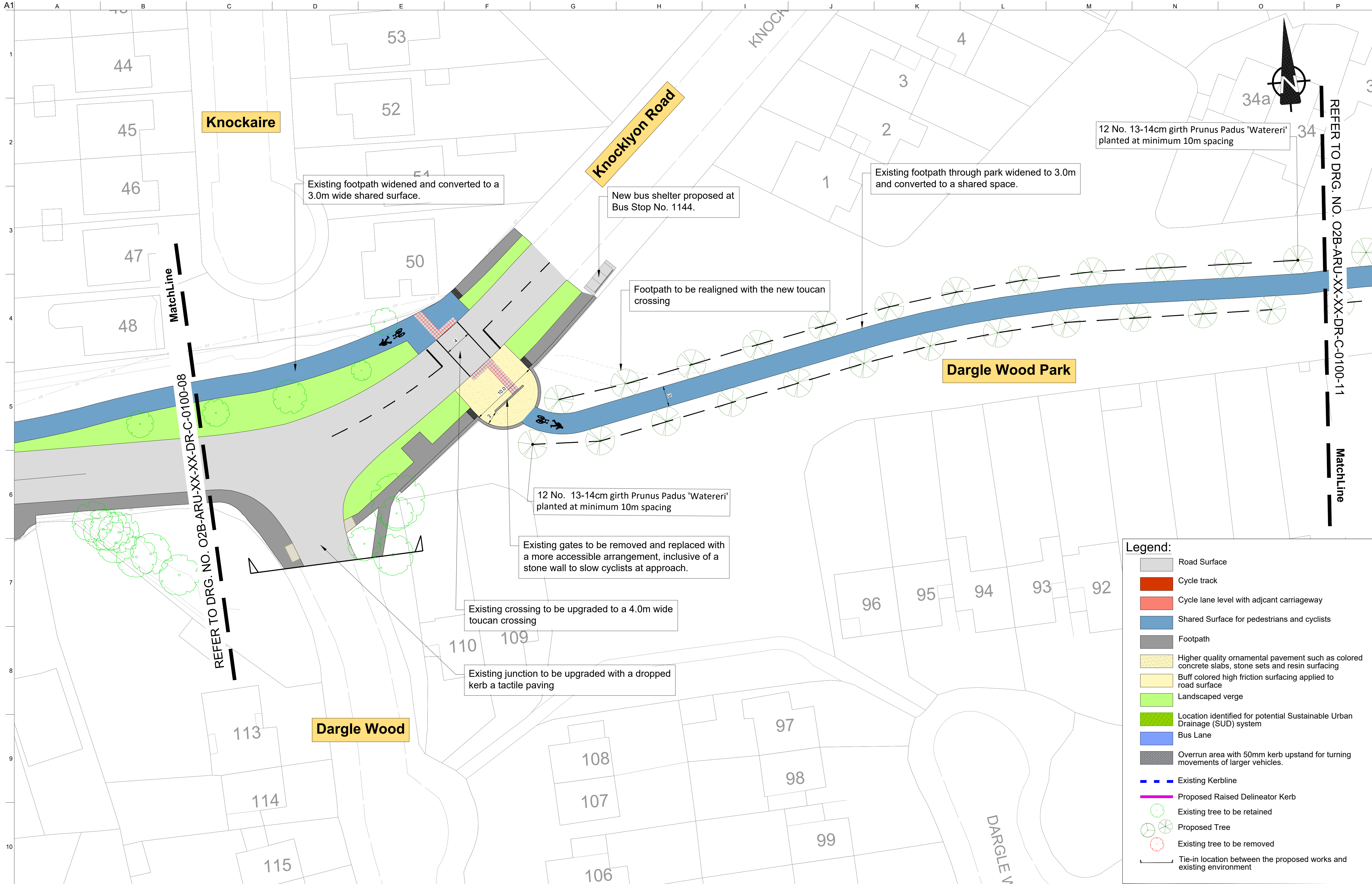
Scale at A1

1:250 (1:500 @ A3)

| Role | Infrastructure |
|----------------------------|----------------|
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-09 | |

Do not scale

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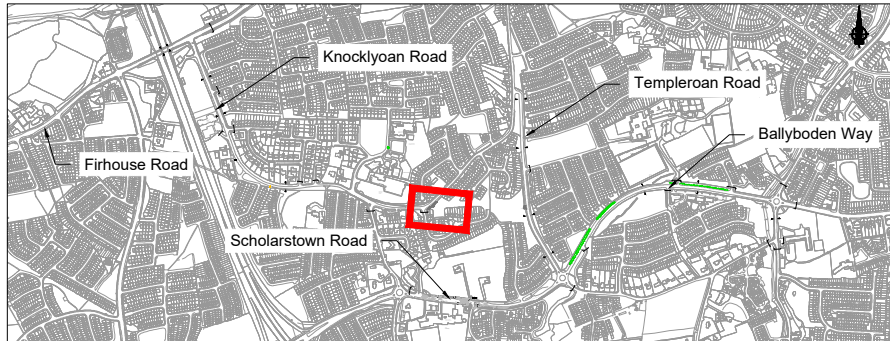


Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment

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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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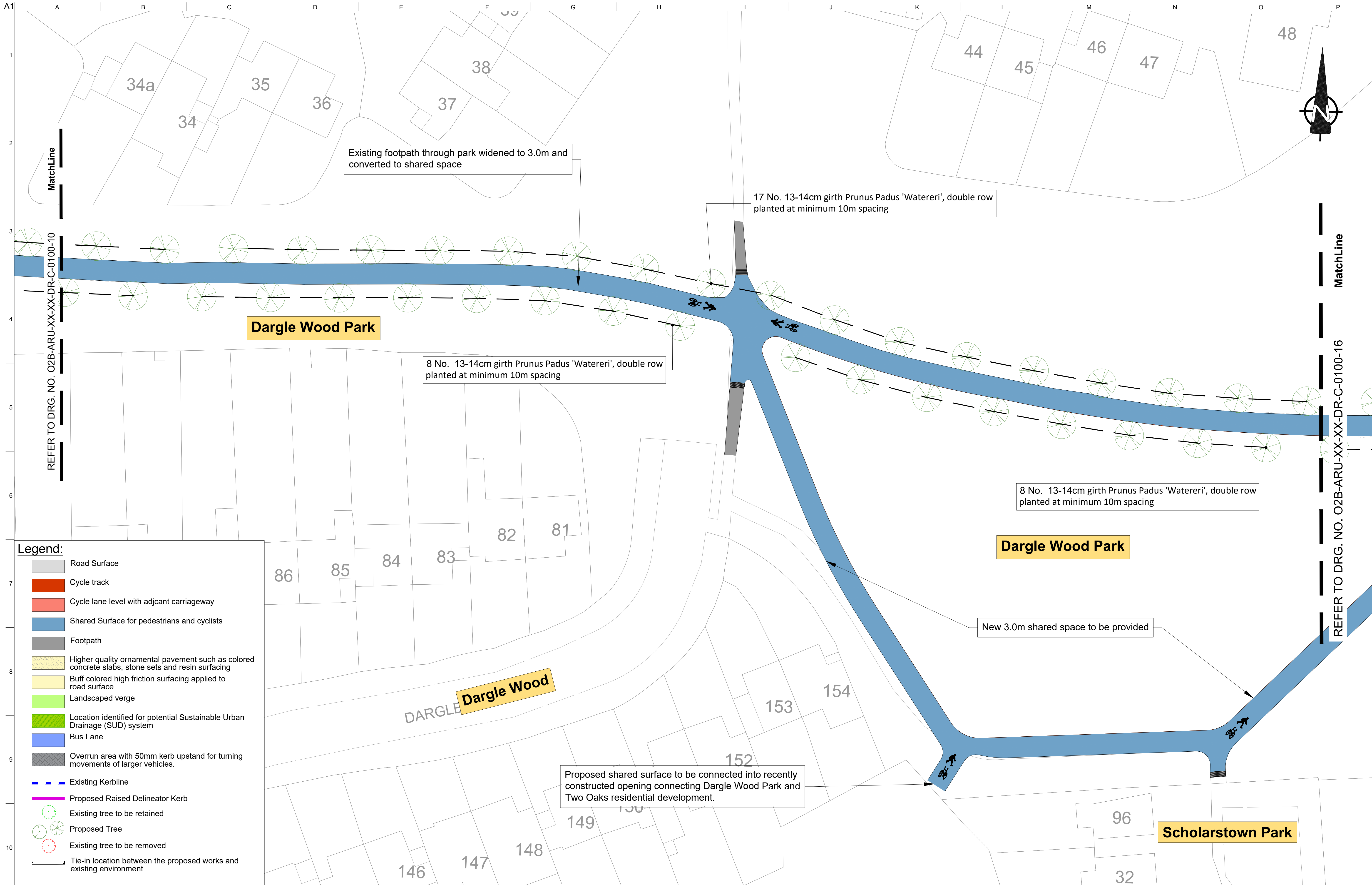
Project Title

**Knocklyon to Ballyboden Active
and Sustainable Travel Scheme**

Drawing Title

**General Arrangement
Sheet 10 of 30**

| | |
|-----------------------------------|--------------------|
| Scale at A1 | 1:250 (1:500 @ A3) |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-10 | |



Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerbline

Proposed Raised Delineator Kerb

Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Client

Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

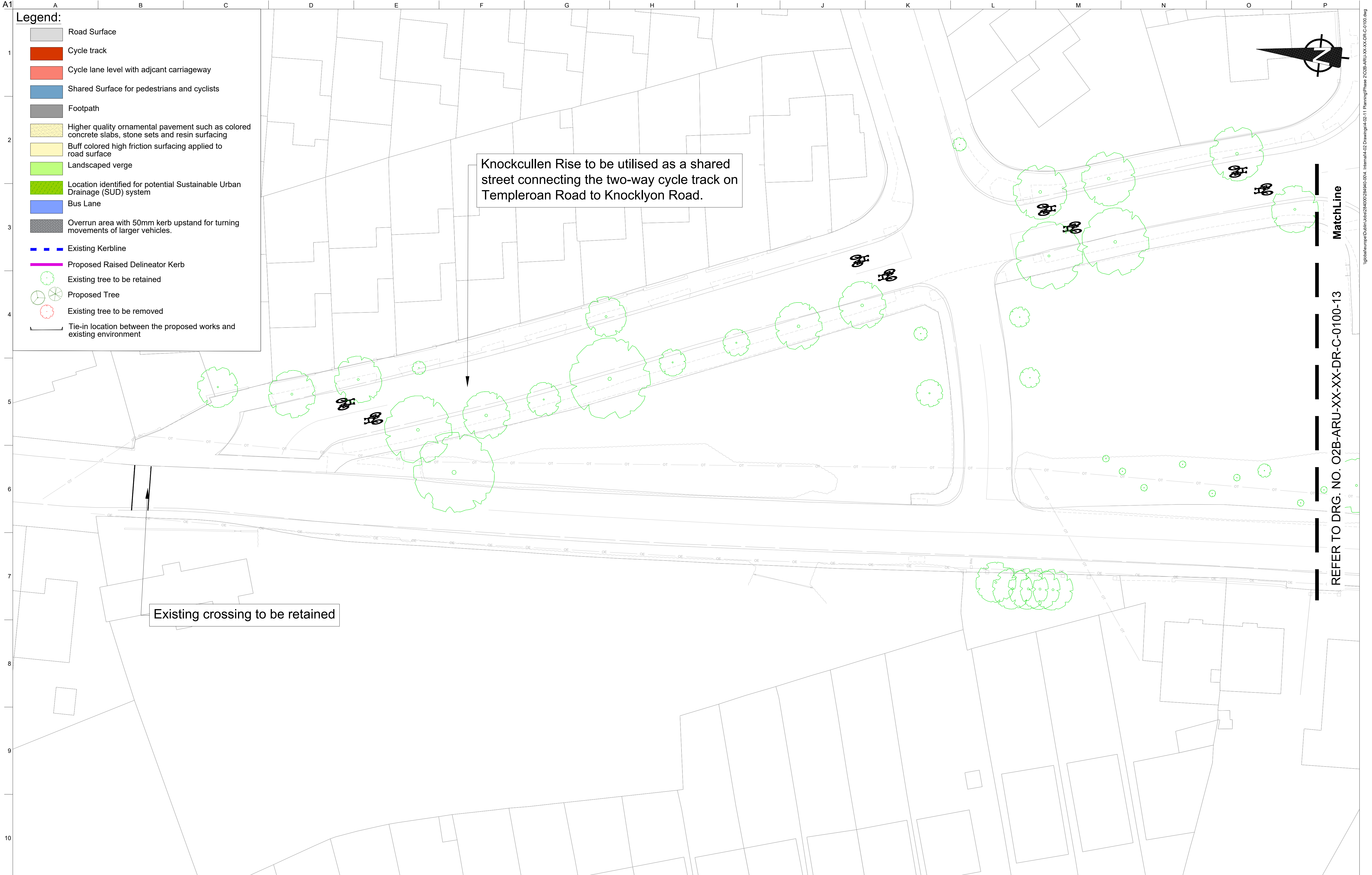
General Arrangement Sheet 11 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|----------------------------|----------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-11 | |

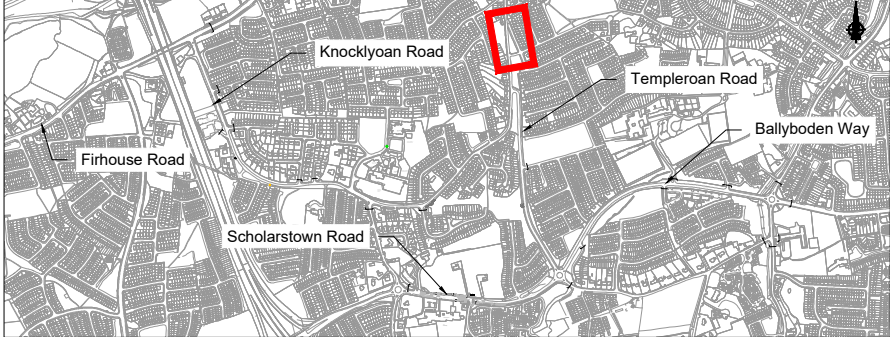
Do not scale

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|-----|----------|----|------|------|
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| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

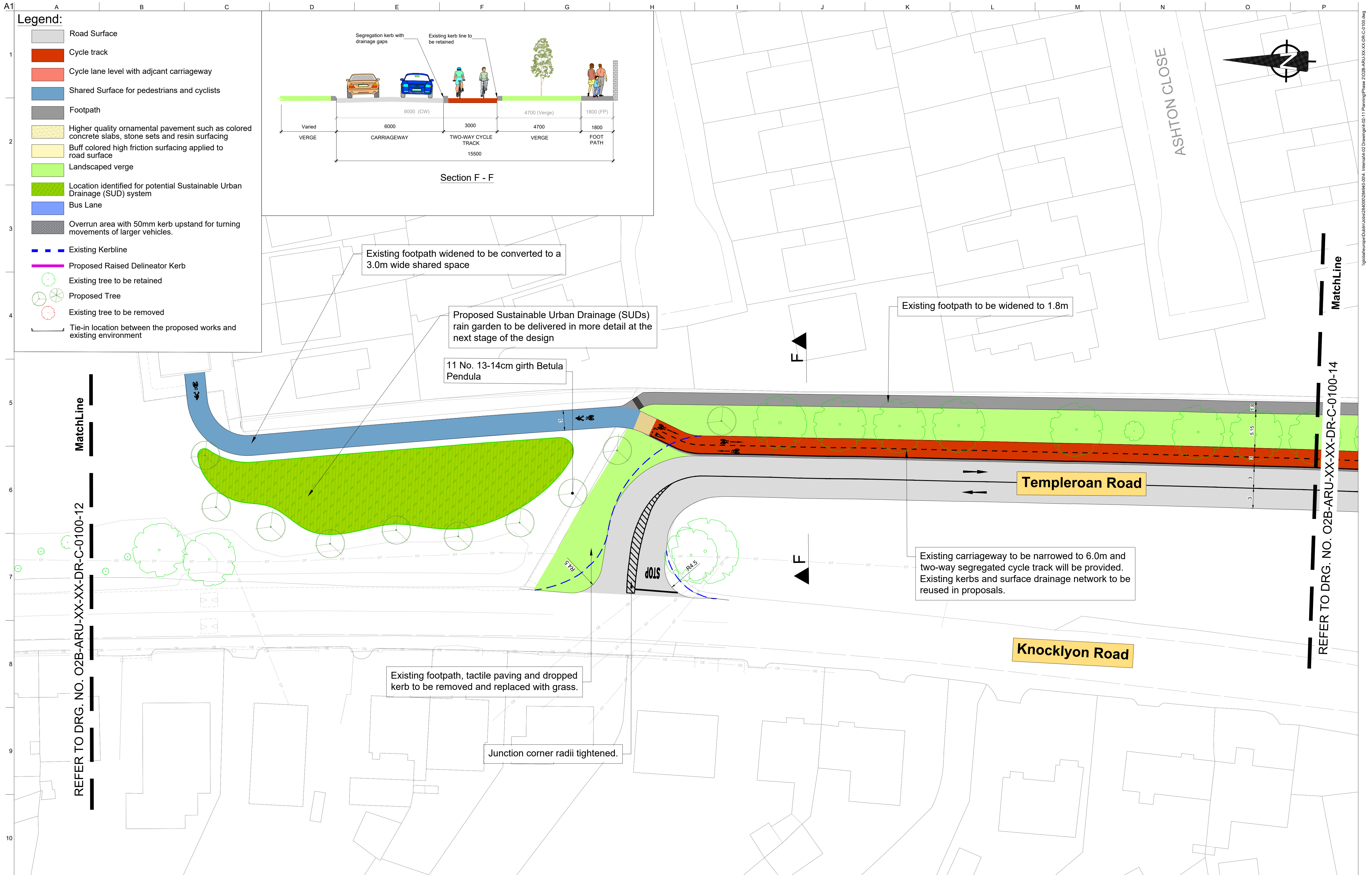
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

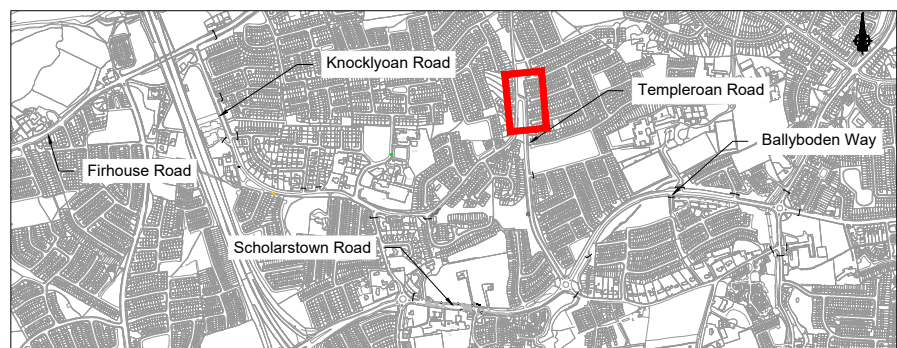
General Arrangement
Sheet 12 of 30

Scale at A1 1:250 (1:500 @ A3)

| | | | |
|-------------|----------------------------|-----|-----|
| Role | Infrastructure | | |
| Suitability | For Planning | | |
| Arup Job No | 284940-00 | Rev | P04 |
| Name | O2B-ARU-XX-XX-DR-C-0100-12 | | |



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| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 13 of 30

Scale at A1 1:250 (1:500 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

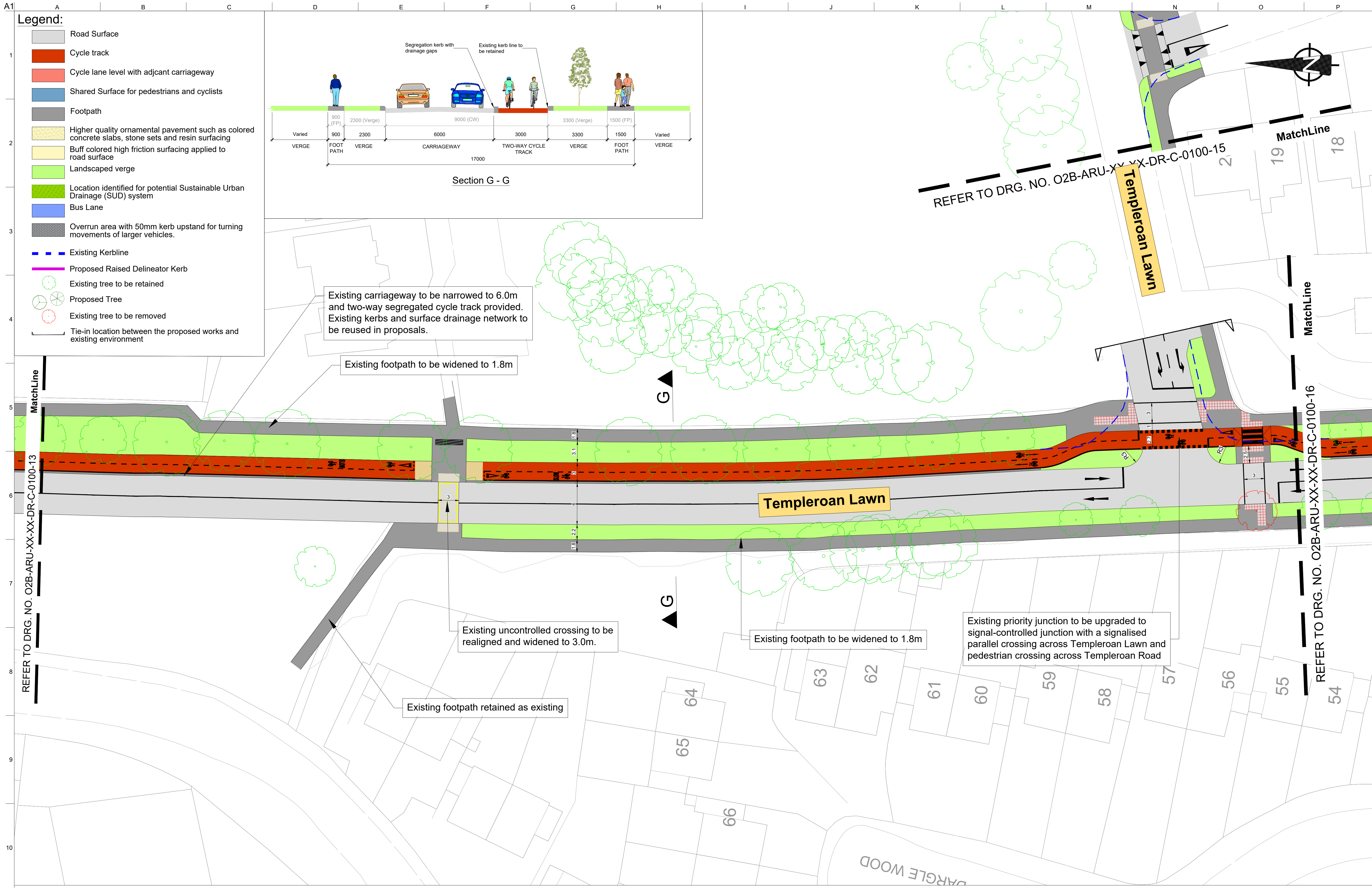
284940-00

Rev

P04

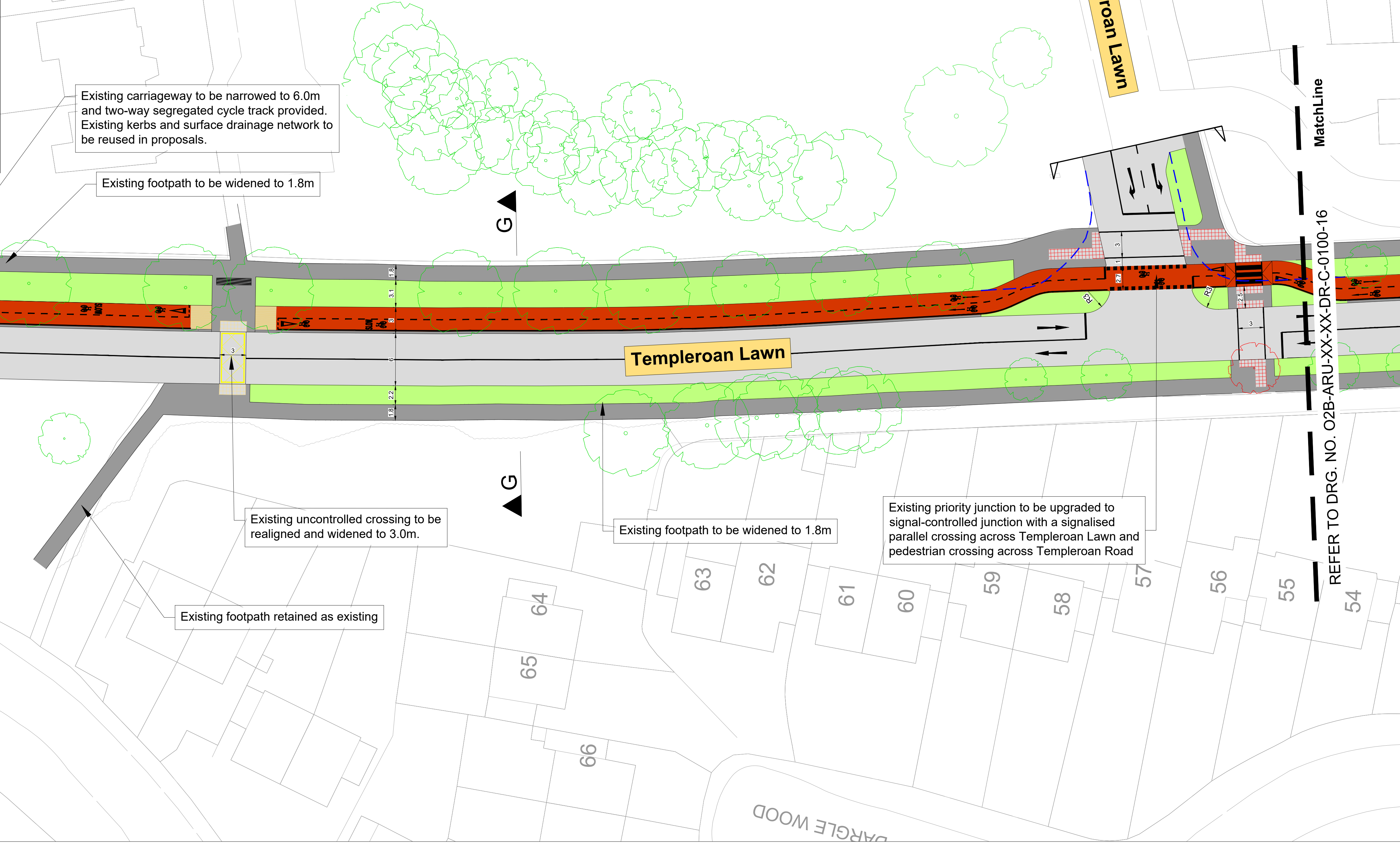
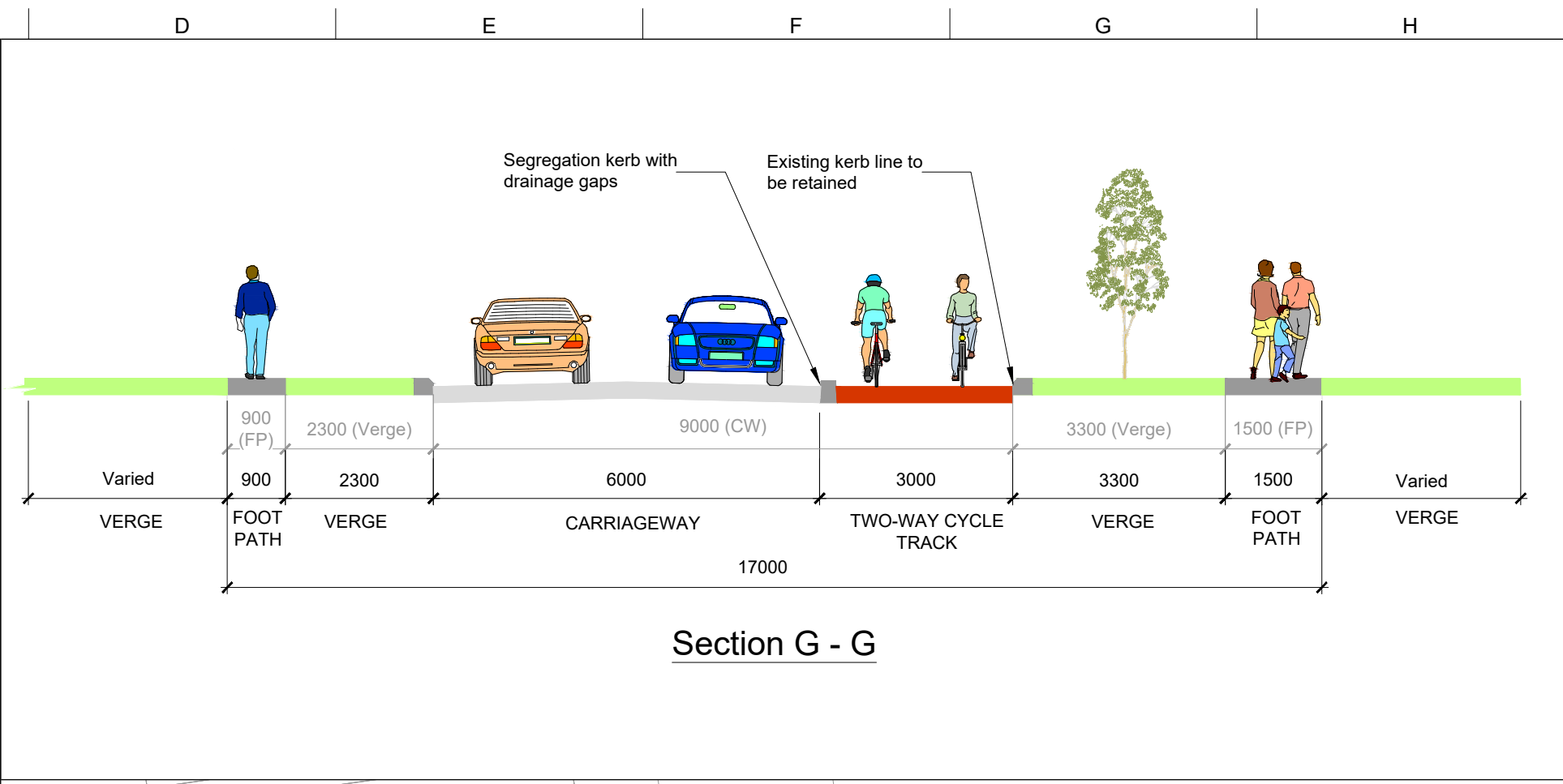
Name

02B-ARU-XX-XX-DR-C-0100-13



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjacnt carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerblne
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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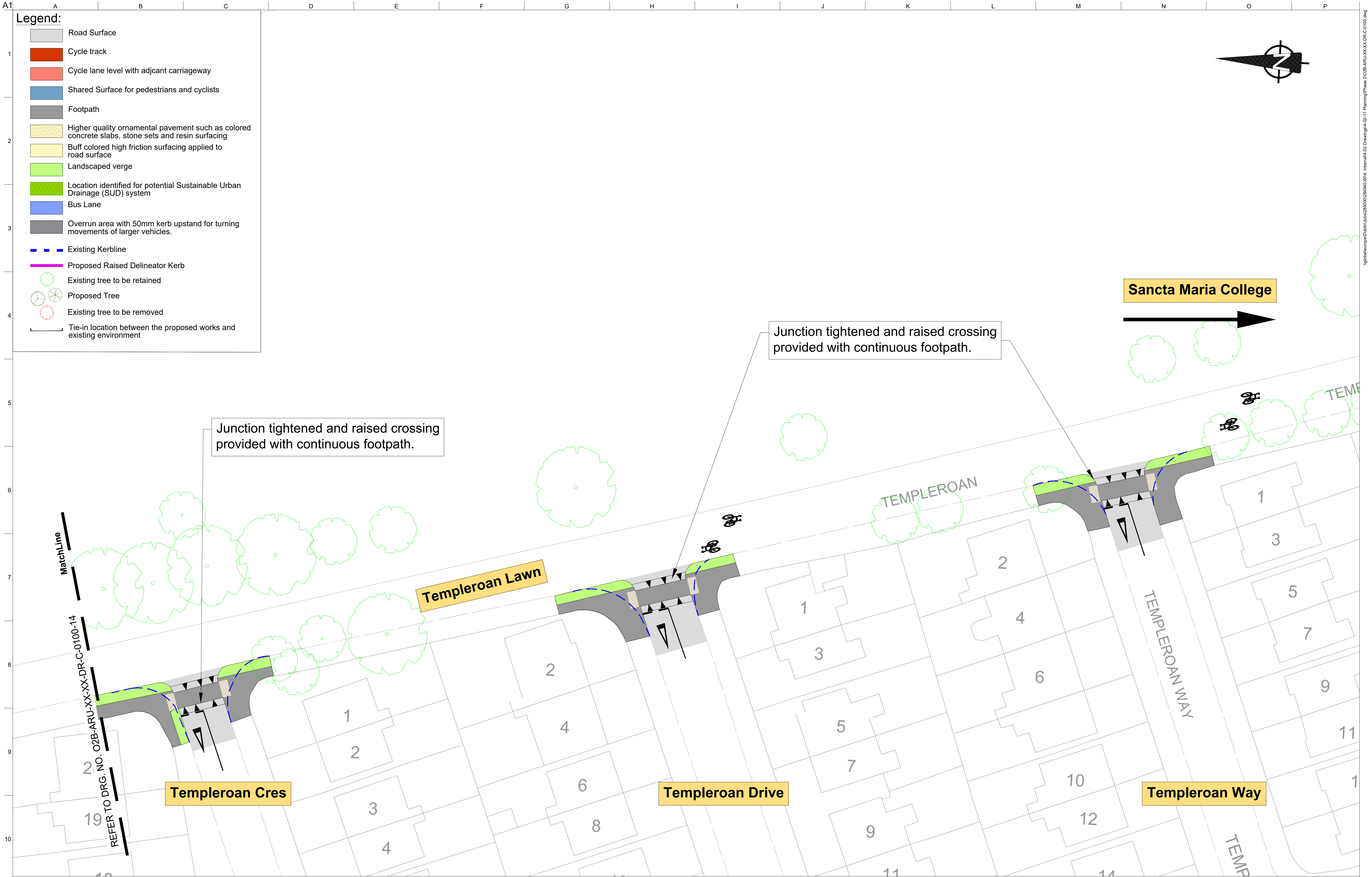
Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 14 of 30

| | |
|-----------------------------------|----------------|
| Scale at A1 1:250 (1:500 @ A3) | |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| 02B-ARU-XX-XX-DR-C-0100-14 | |



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|-----|----------|----|------|------|
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| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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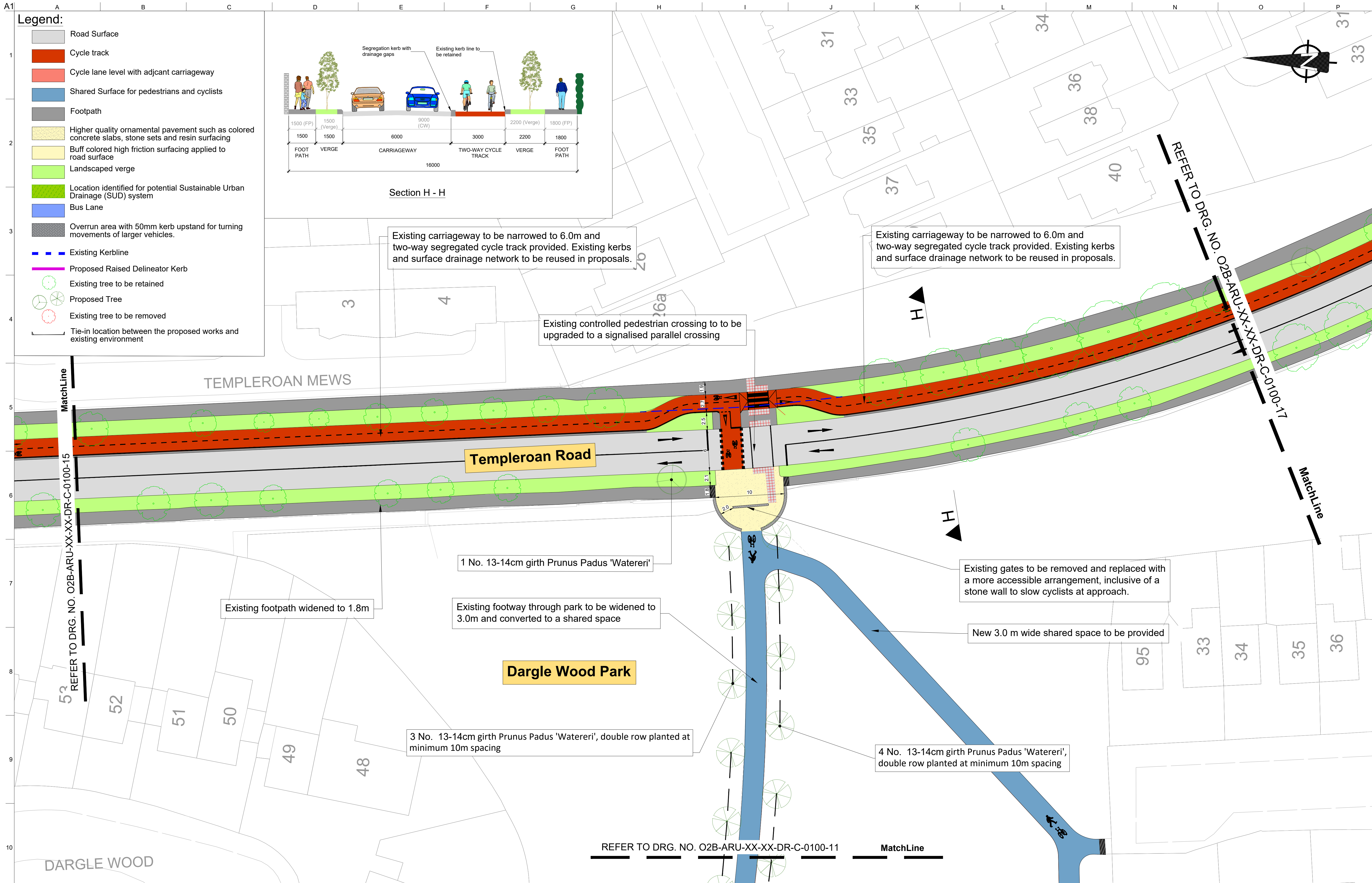
Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 15 of 30

| | |
|-----------------------------------|----------------|
| Scale at A1 1:250 (1:500 @ A3) | |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-15 | |



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| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
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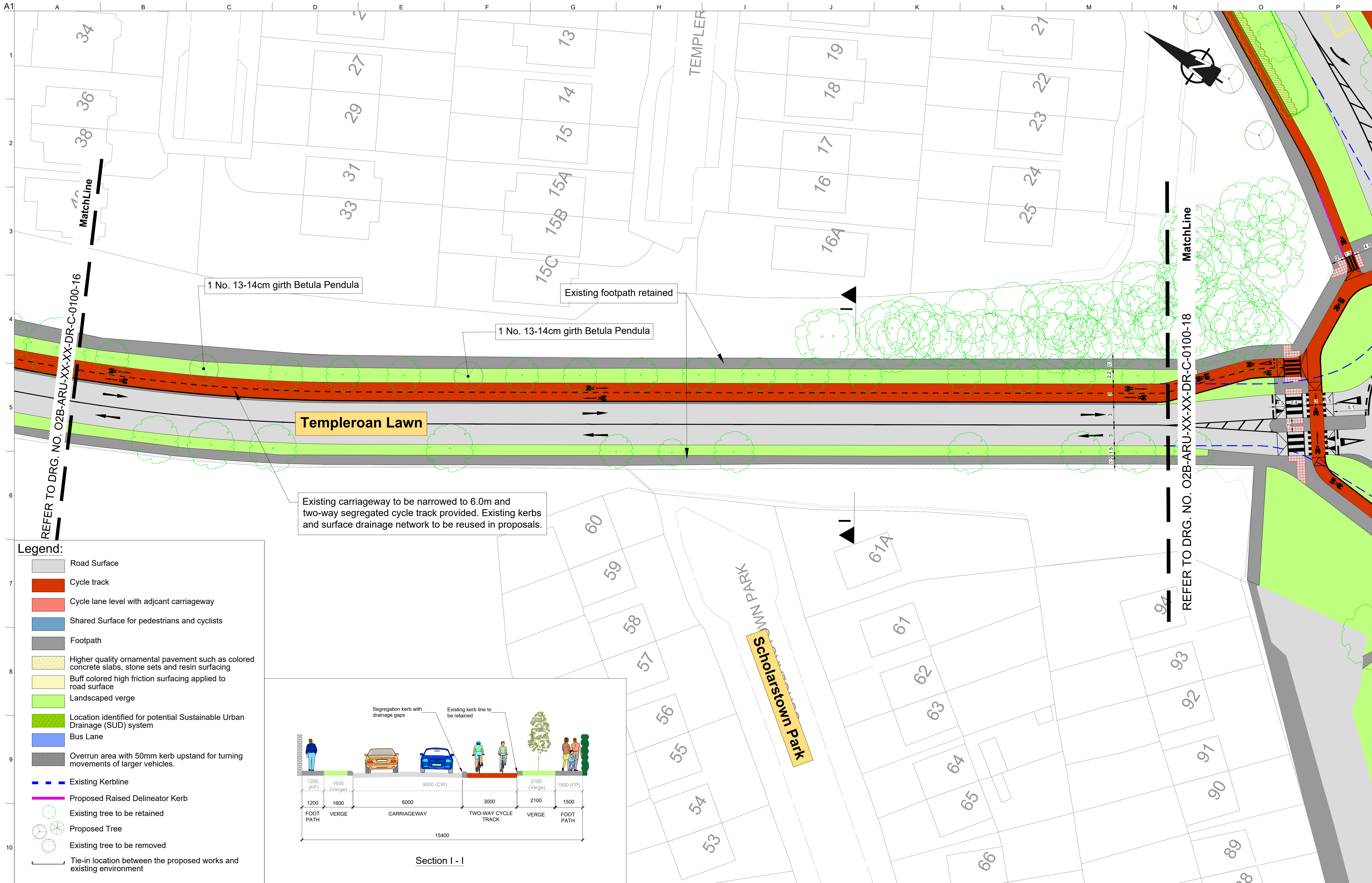
Project Title

**Knocklyon to Ballyboden Active
and Sustainable Travel Scheme**

Drawing Title

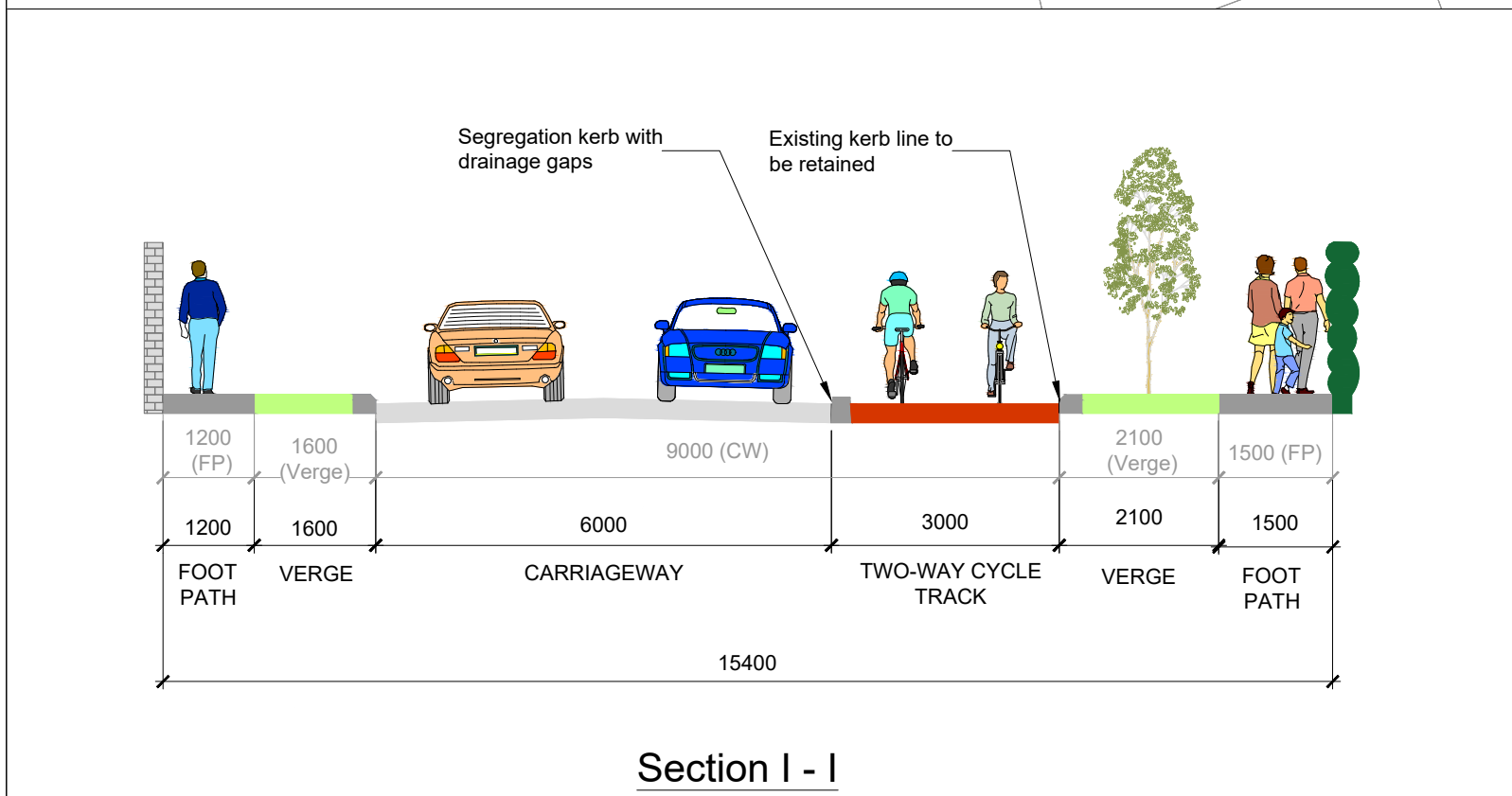
**General Arrangement
Sheet 16 of 30**

| | |
|-----------------------------------|----------------|
| Scale at A1 1:250 (1:500 @ A3) | |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-16 | |



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

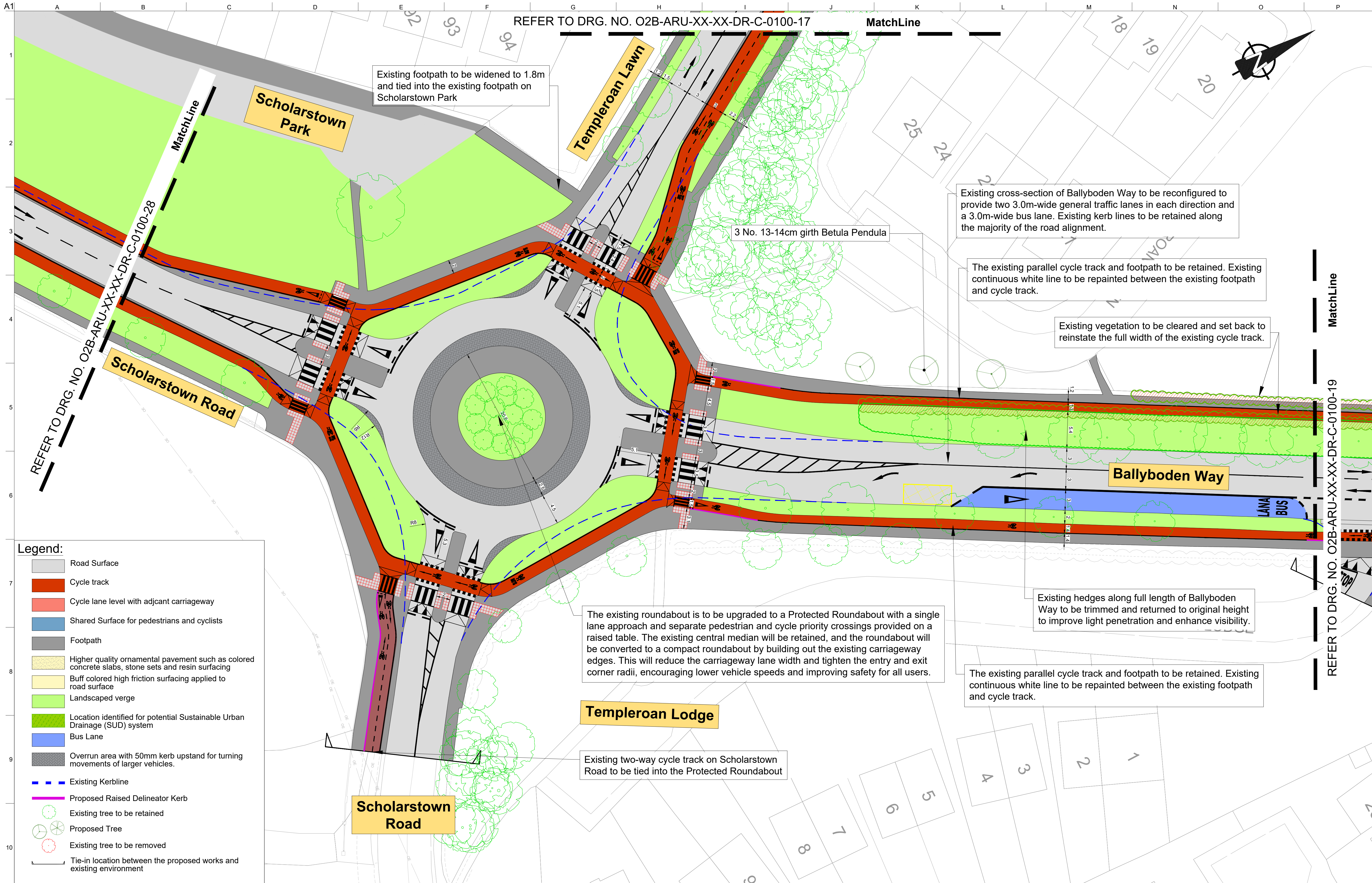
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 17 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-17 |
| Rev | P04 |



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment

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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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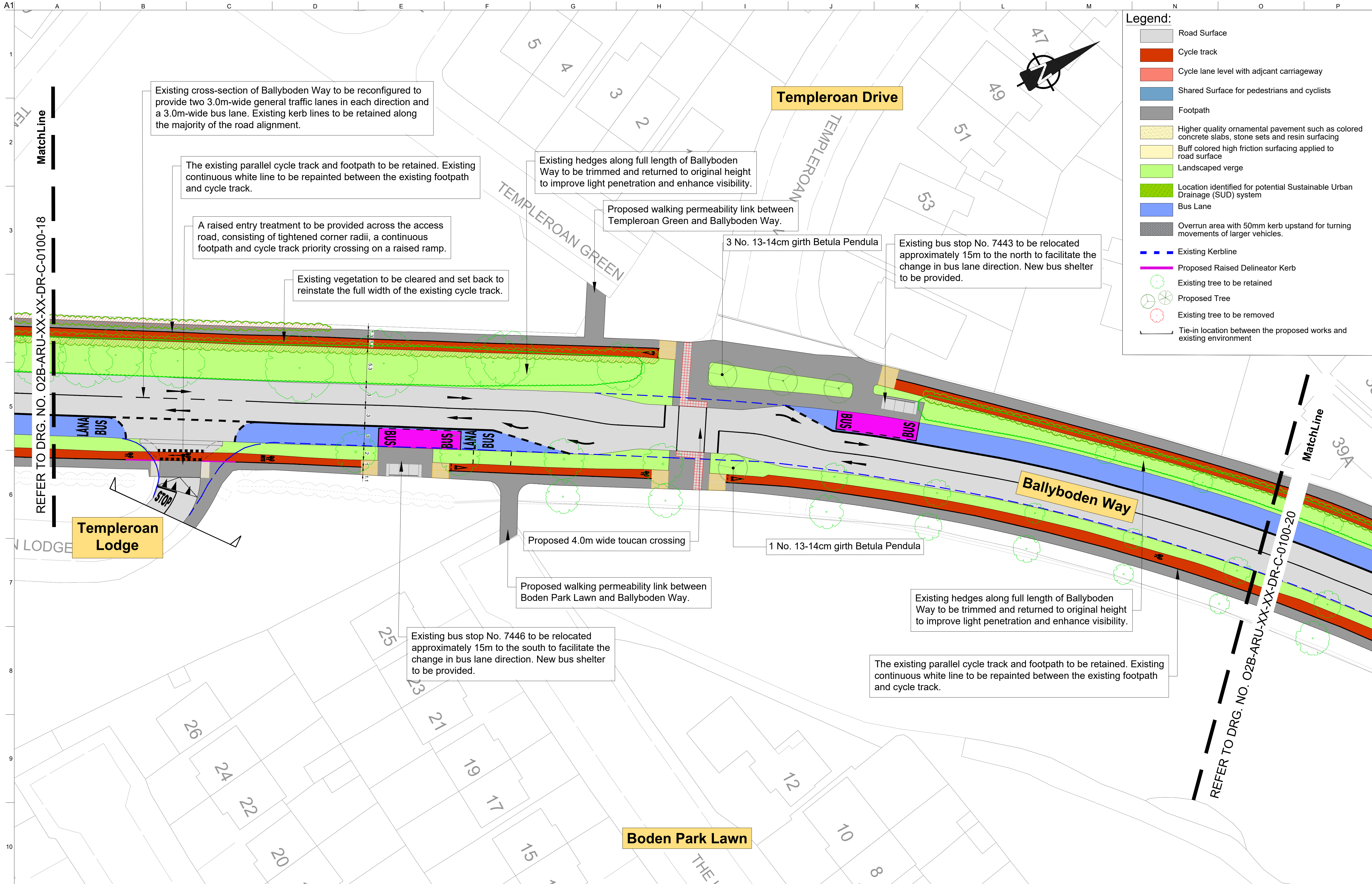
Project Title

**Knocklyon to Ballyboden Active
and Sustainable Travel Scheme**

Drawing Title

**General Arrangement
Sheet 18 of 30**

| | |
|-------------|----------------------------|
| Scale at A1 | 1:250 (1:500 @ A3) |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-18 |
| Rev | P04 |



Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerbline

Proposed Raised Delineator Kerb

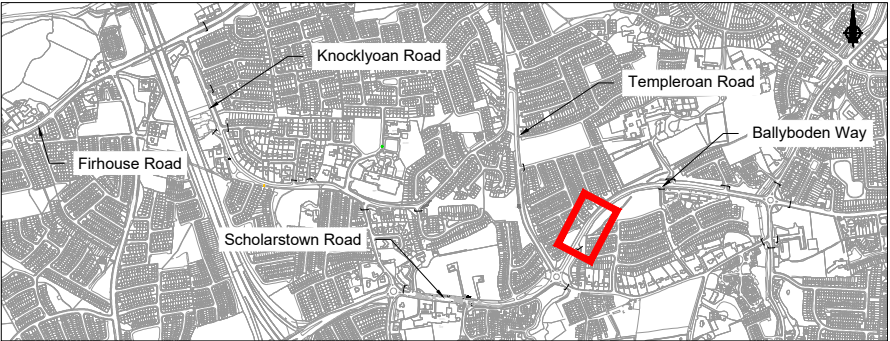
Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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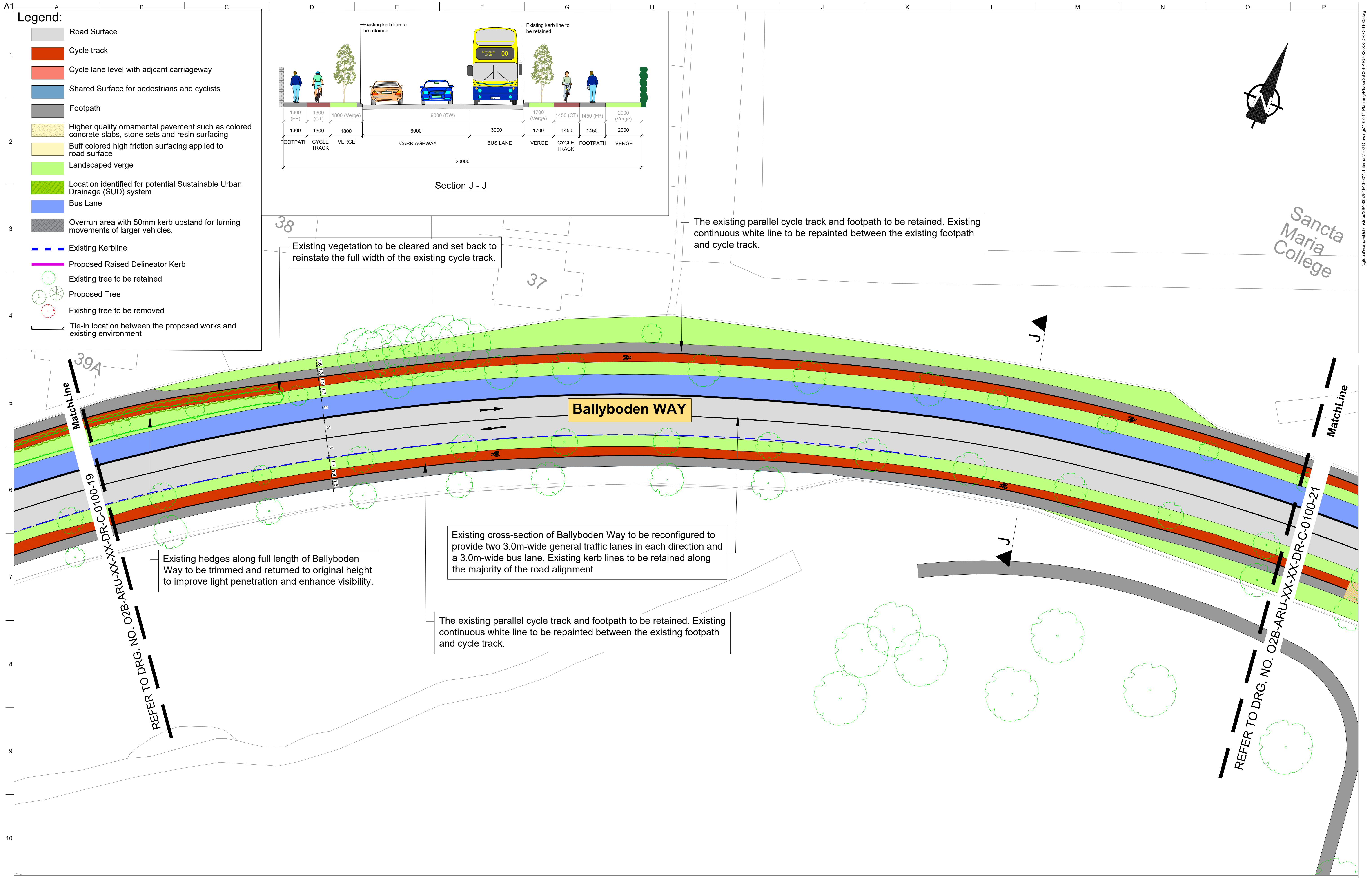
Project Title

Knocklyon to Ballyboden Active
and Sustainable Travel Scheme

Drawing Title

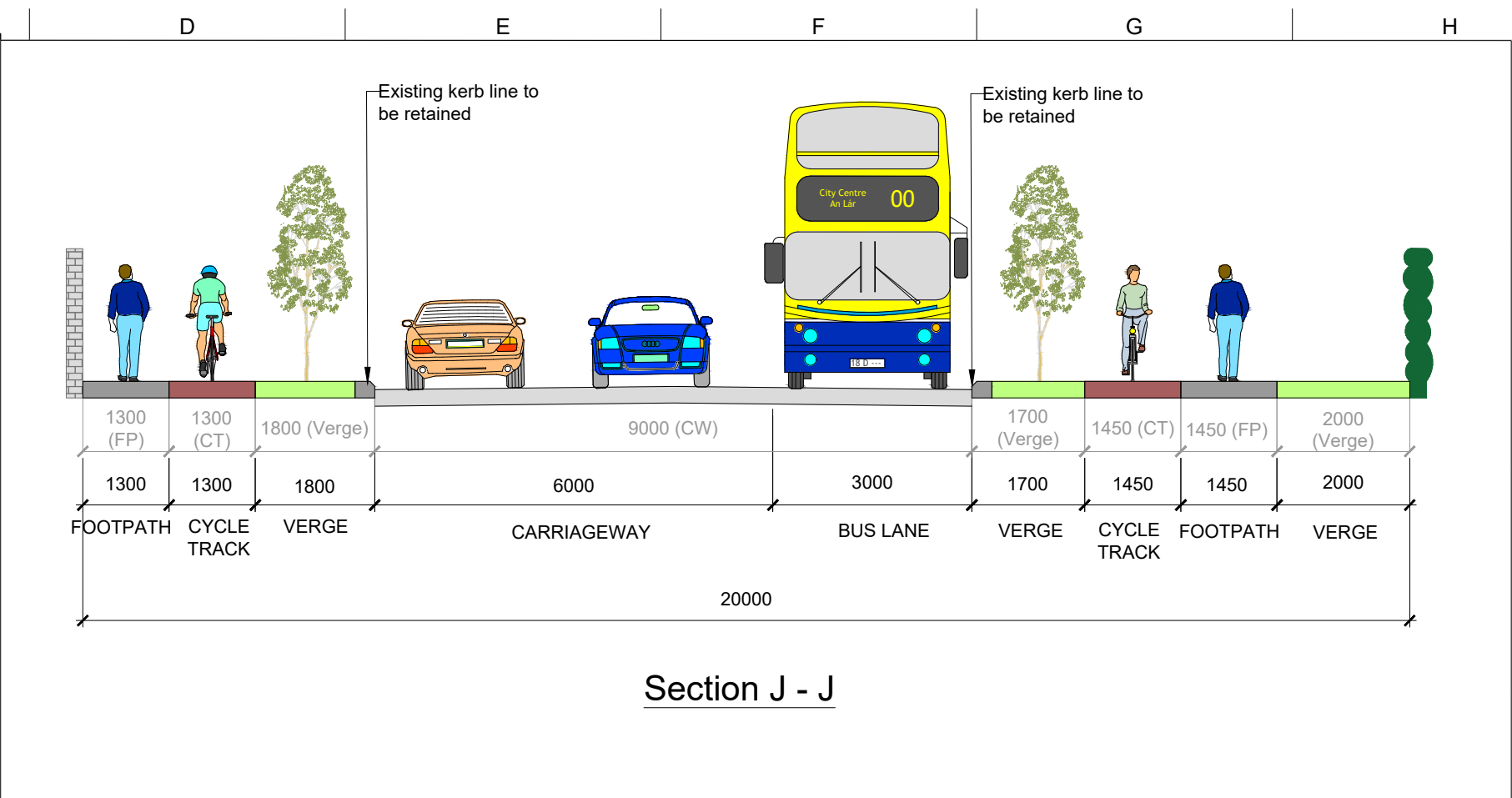
General Arrangement
Sheet 19 of 30

| | |
|--------------------------------|----------------|
| Scale at A1 1:250 (1:500 @ A3) | |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-19 | |



Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



The existing parallel cycle track and footpath to be retained. Existing continuous white line to be repainted between the existing footpath and cycle track.

Existing vegetation to be cleared and set back to reinstate the full width of the existing cycle track.

Existing cross-section of Ballyboden Way to be reconfigured to provide two 3.0m-wide general traffic lanes in each direction and a 3.0m-wide bus lane. Existing kerb lines to be retained along the majority of the road alignment.

The existing parallel cycle track and footpath to be retained. Existing continuous white line to be repainted between the existing footpath and cycle track.

Existing hedges along full length of Ballyboden Way to be trimmed and returned to original height to improve light penetration and enhance visibility.

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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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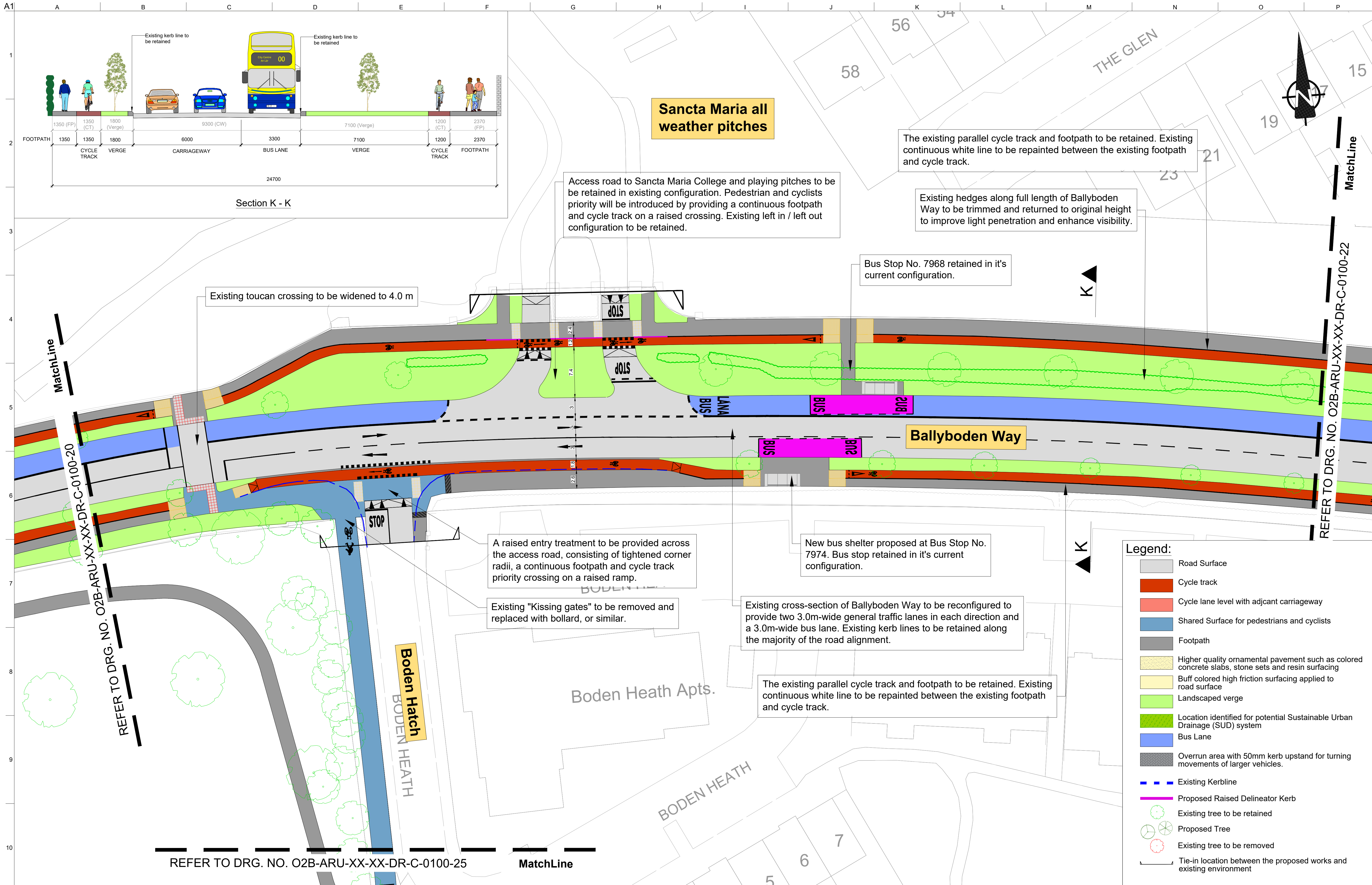
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

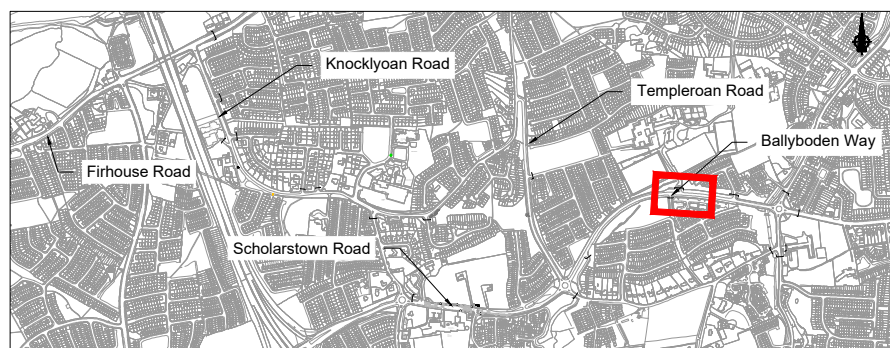
General Arrangement Sheet 20 of 30

Scale at A1 1:250 (1:500 @ A3)

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|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-20 |
| Rev | P04 |



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|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active
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Drawing Title

General Arrangement
Sheet 21 of 30

Scale at A1 1:250 (1:500 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

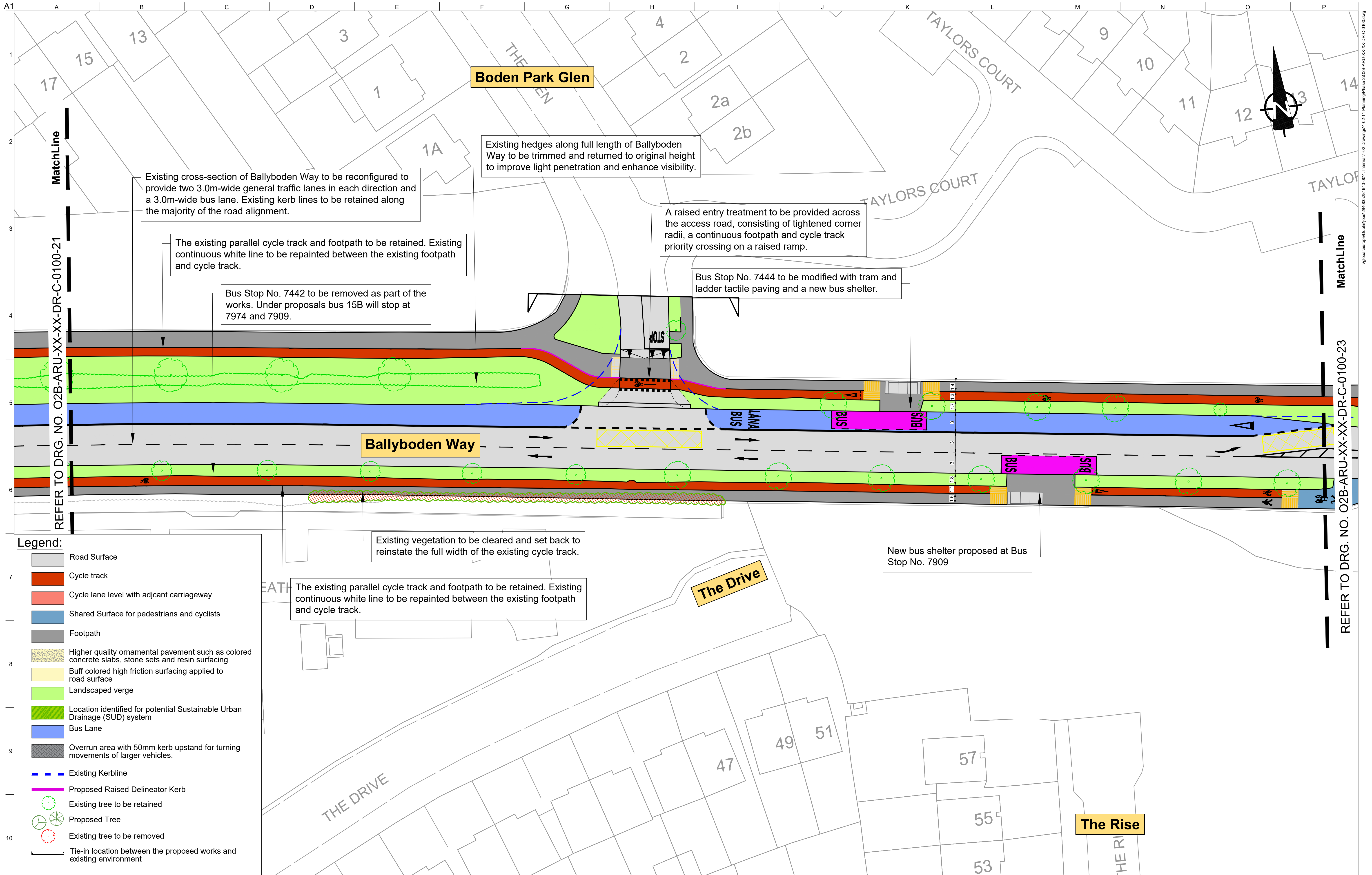
284940-00

Rev

P04

Name

O2B-ARU-XX-XX-DR-C-0100-21



Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerbline

Proposed Raised Delineator Kerb

Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement
Sheet 22 of 30

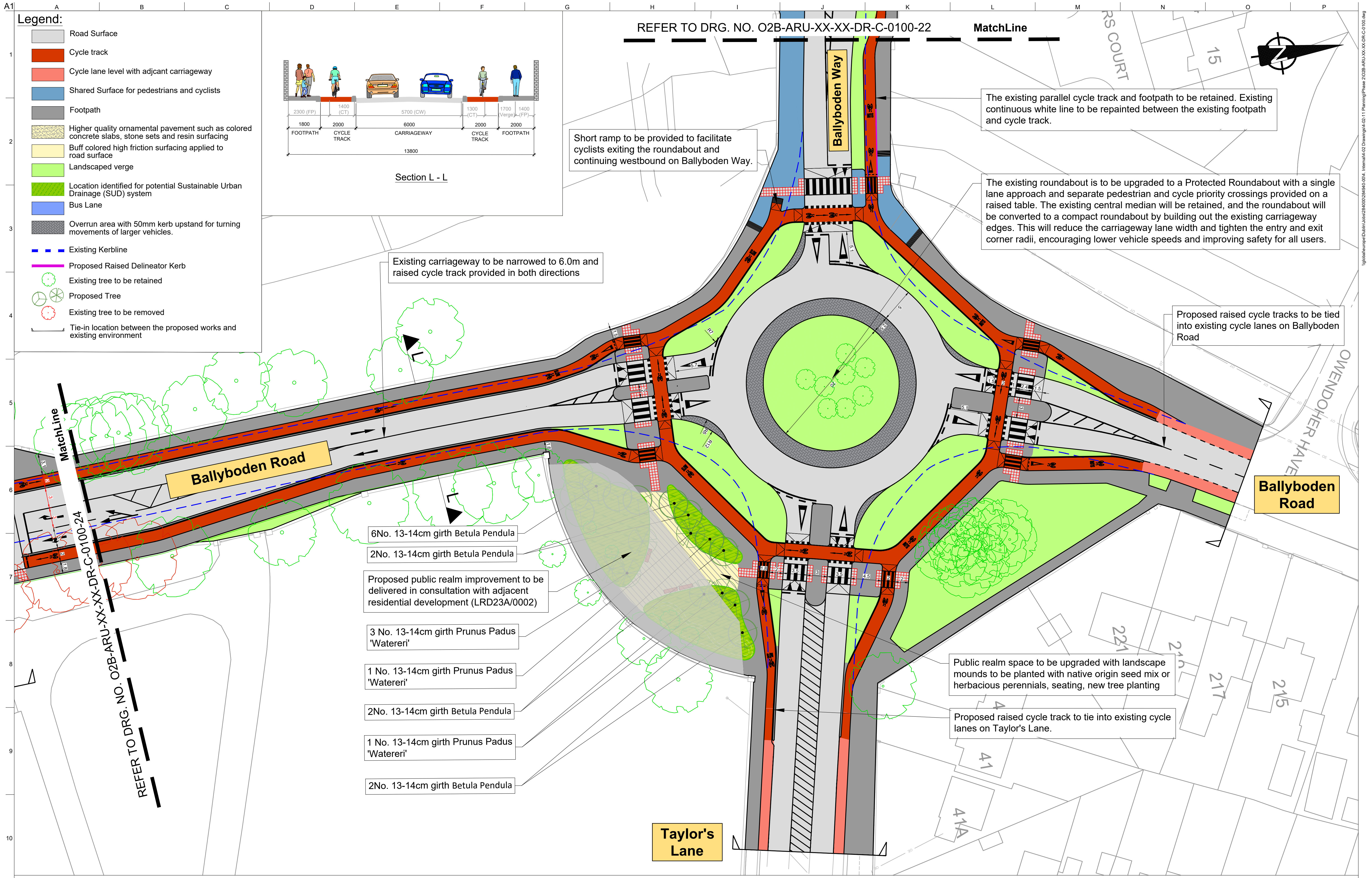
Scale at A1

1:250 (1:500 @ A3)

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|-------------|----------------------------|-----|-----|
| Role | Infrastructure | | |
| Suitability | For Planning | | |
| Arup Job No | 284940-00 | Rev | P05 |
| Name | O2B-ARU-XX-XX-DR-C-0100-22 | | |

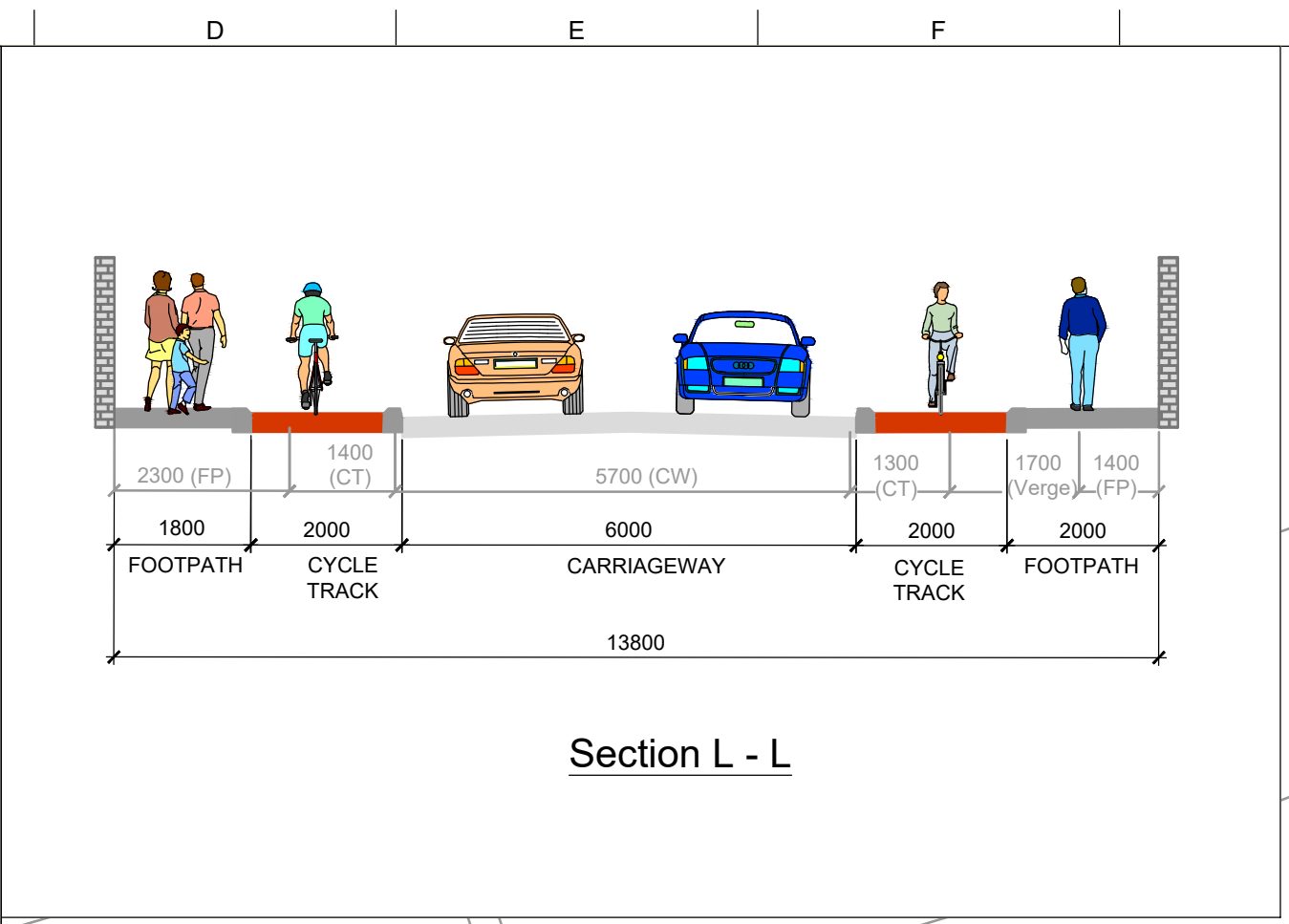
Do not scale

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Legend:

- Road Surface
- Cycle track
- Cycle lane level with adjcant carriageway
- Shared Surface for pedestrians and cyclists
- Footpath
- Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing
- Buff colored high friction surfacing applied to road surface
- Landscaped verge
- Location identified for potential Sustainable Urban Drainage (SUD) system
- Bus Lane
- Overrun area with 50mm kerb upstand for turning movements of larger vehicles.
- Existing Kerbline
- Proposed Raised Delineator Kerb
- Existing tree to be retained
- Proposed Tree
- Existing tree to be removed
- Tie-in location between the proposed works and existing environment



REFER TO DRG. NO. 02B-ARU-XX-XX-DR-C-0100-22

MatchLine

The existing parallel cycle track and footpath to be retained. Existing continuous white line to be repainted between the existing footpath and cycle track.

The existing roundabout is to be upgraded to a Protected Roundabout with a single lane approach and separate pedestrian and cycle priority crossings provided on a raised table. The existing central median will be retained, and the roundabout will be converted to a compact roundabout by building out the existing carriageway edges. This will reduce the carriageway lane width and tighten the entry and exit corner radii, encouraging lower vehicle speeds and improving safety for all users.

Short ramp to be provided to facilitate cyclists exiting the roundabout and continuing westbound on Ballyboden Way.

Existing carriageway to be narrowed to 6.0m and raised cycle track provided in both directions

Proposed raised cycle tracks to be tied into existing cycle lanes on Ballyboden Road

6No. 13-14cm girth Betula Pendula

2No. 13-14cm girth Betula Pendula

Proposed public realm improvement to be delivered in consultation with adjacent residential development (LRD23A/0002)

3 No. 13-14cm girth Prunus Padus 'Watereri'

1 No. 13-14cm girth Prunus Padus 'Watereri'

2No. 13-14cm girth Betula Pendula

1 No. 13-14cm girth Prunus Padus 'Watereri'

2No. 13-14cm girth Betula Pendula

Public realm space to be upgraded with landscape mounds to be planted with native origin seed mix or herbacious perennials, seating, new tree planting

Proposed raised cycle track to tie into existing cycle lanes on Taylor's Lane.

Ballyboden Road

Taylor's Lane

Ballyboden Way

OWENDOHER HAVEN

RS COURT

15

221

217

215

41

41A

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| Rev | Date | By | Chkd | Appd |
|-----|----------|----|------|------|
| P05 | 04/12/25 | JR | DC | DC |
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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South Dublin County Council

Project Title

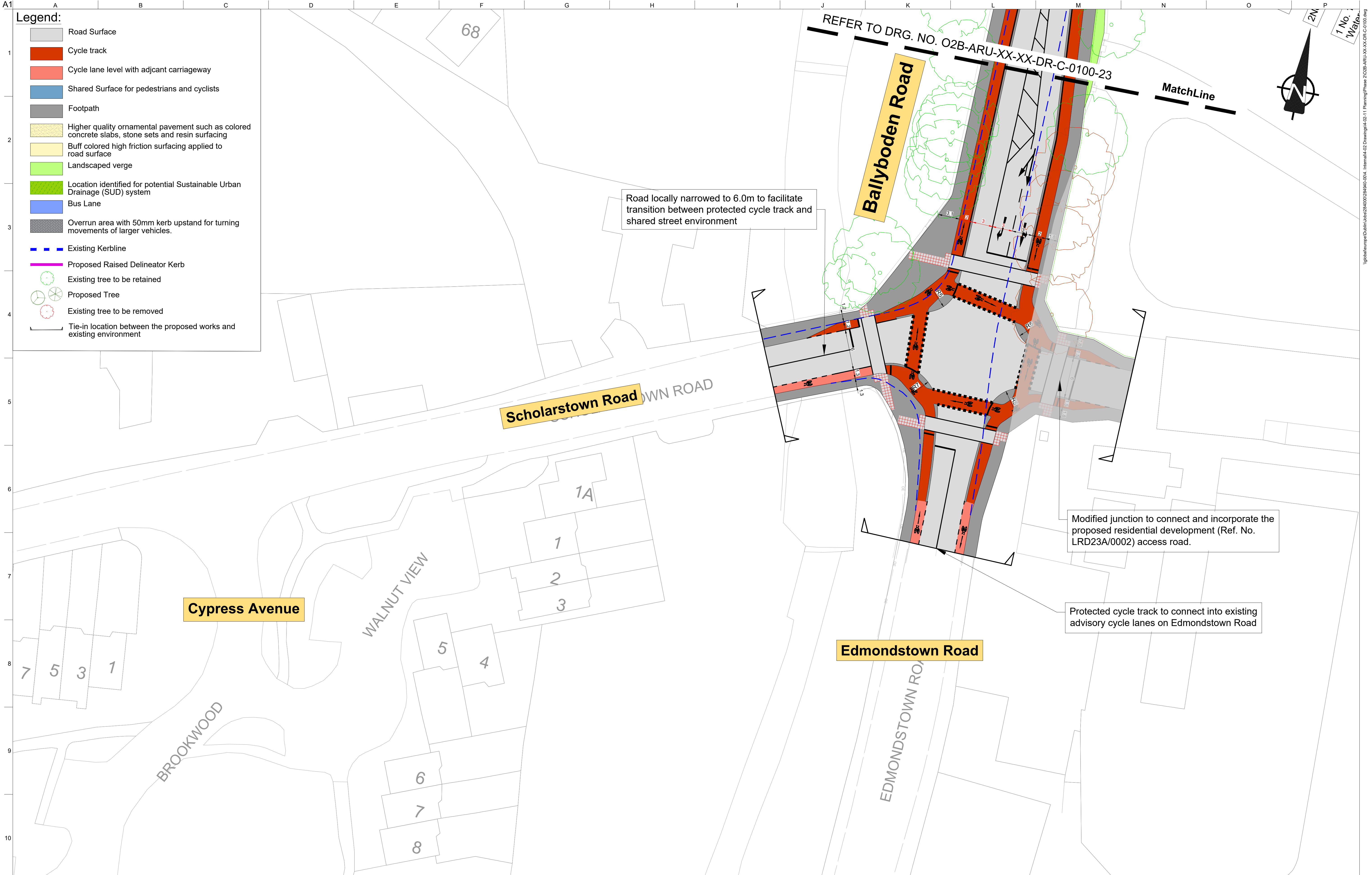
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

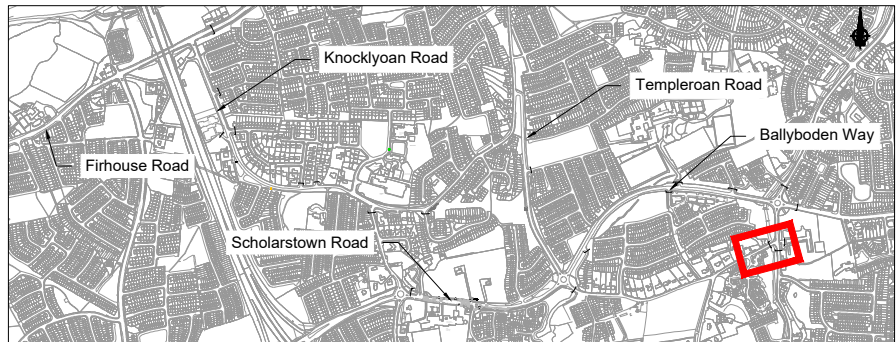
General Arrangement Sheet 23 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-23 |
| Rev | P05 |



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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

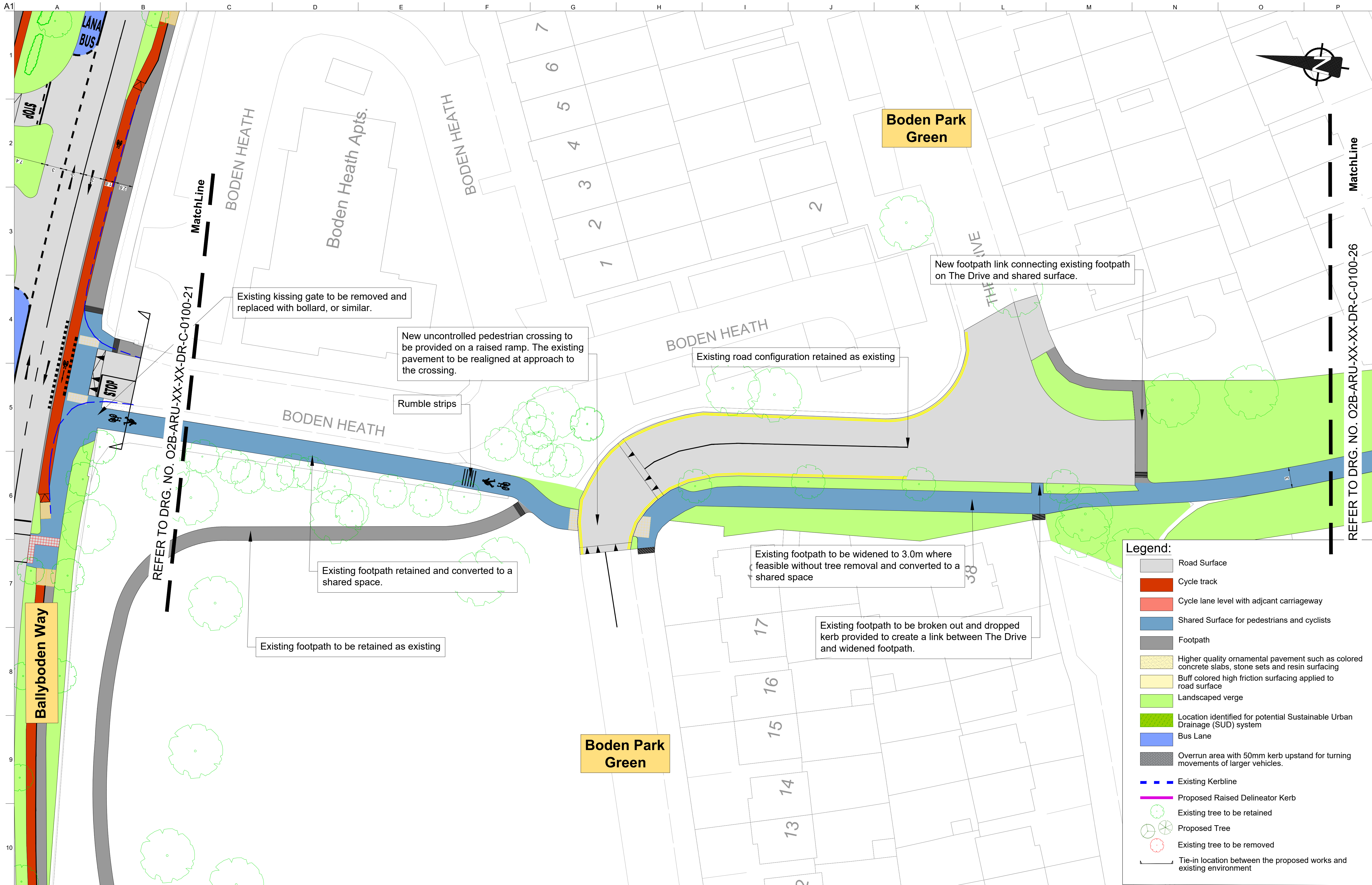
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 24 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|----------------------------|----------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-24 | |



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| Rev | Date | By | Chkd | Appd |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |

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Project Title

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Drawing Title

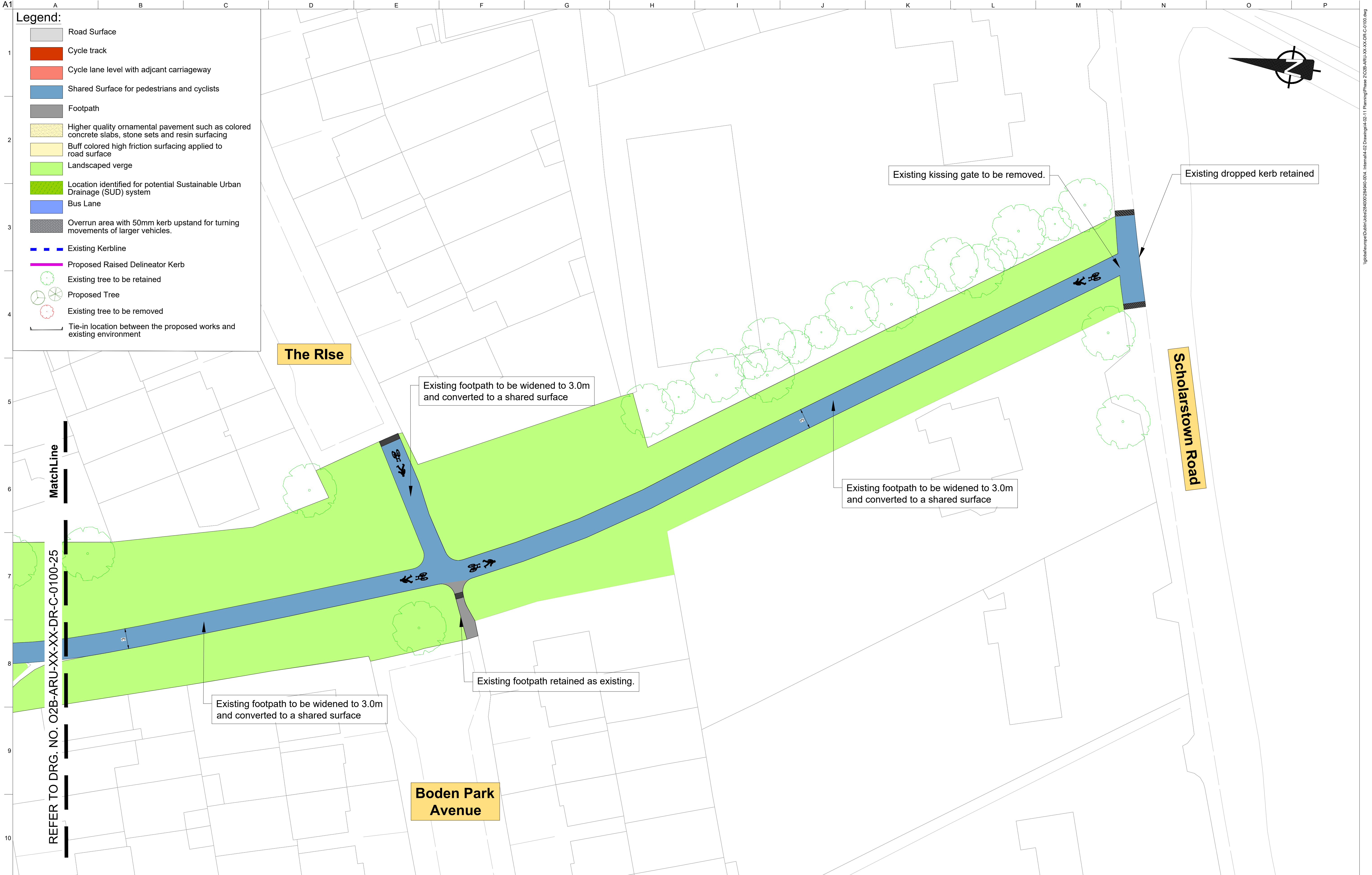
General Arrangement Sheet 25 of 30

Scale at A1

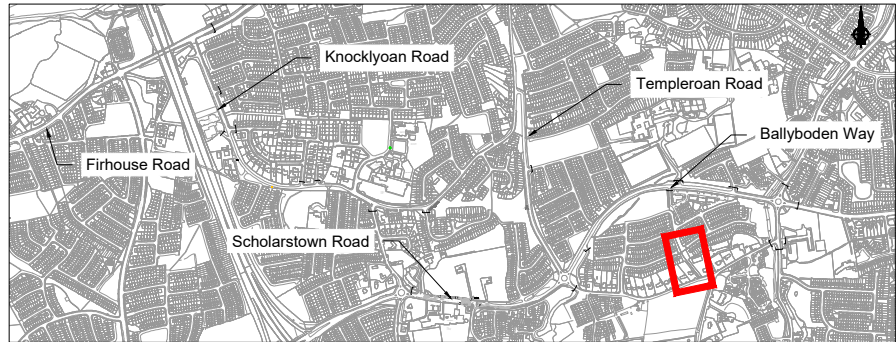
1:250 (1:500 @ A3)

| Role | Infrastructure |
|-----------------------------------|----------------|
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
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| | | | | |
|-----|----------|----|------|------|
| P05 | 19/09/25 | JR | DC | DC |
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 26 of 30

Scale at A1 1:250 (1:500 @ A3)

Role Infrastructure

Suitability For Planning

Arup Job No

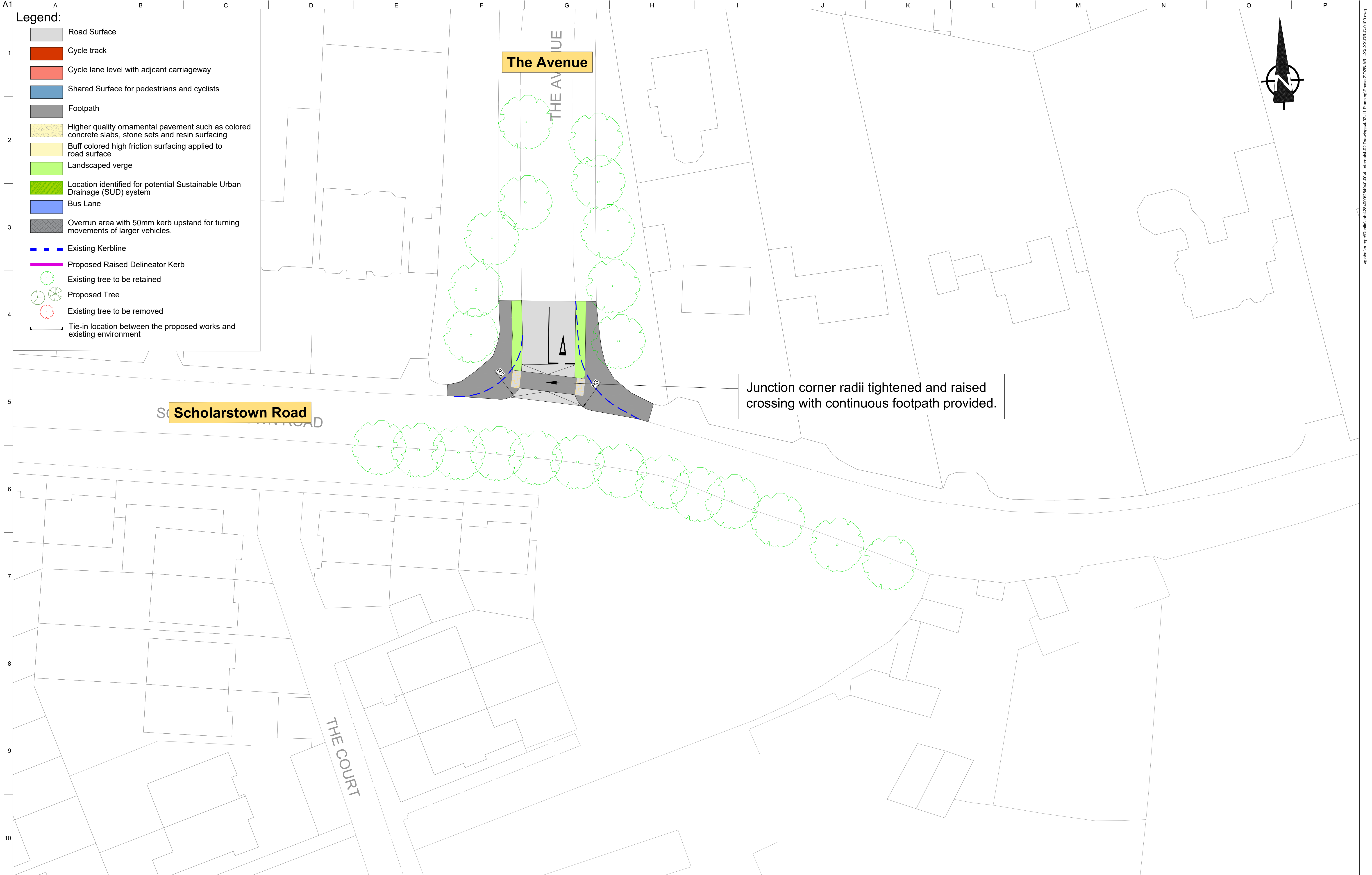
284940-00

Rev

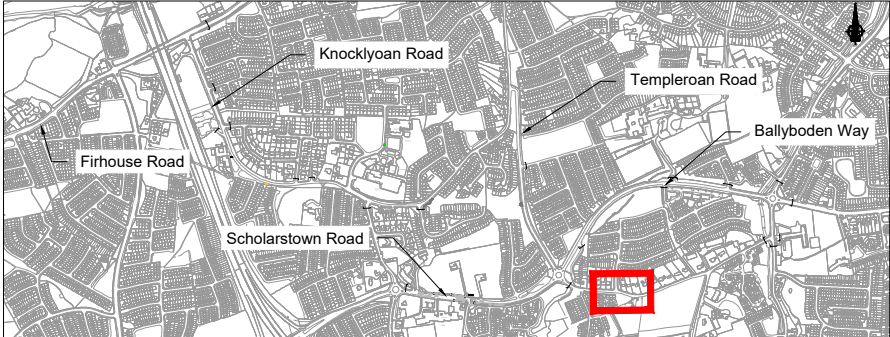
P05

Name

O2B-ARU-XX-XX-DR-C-0100-26



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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

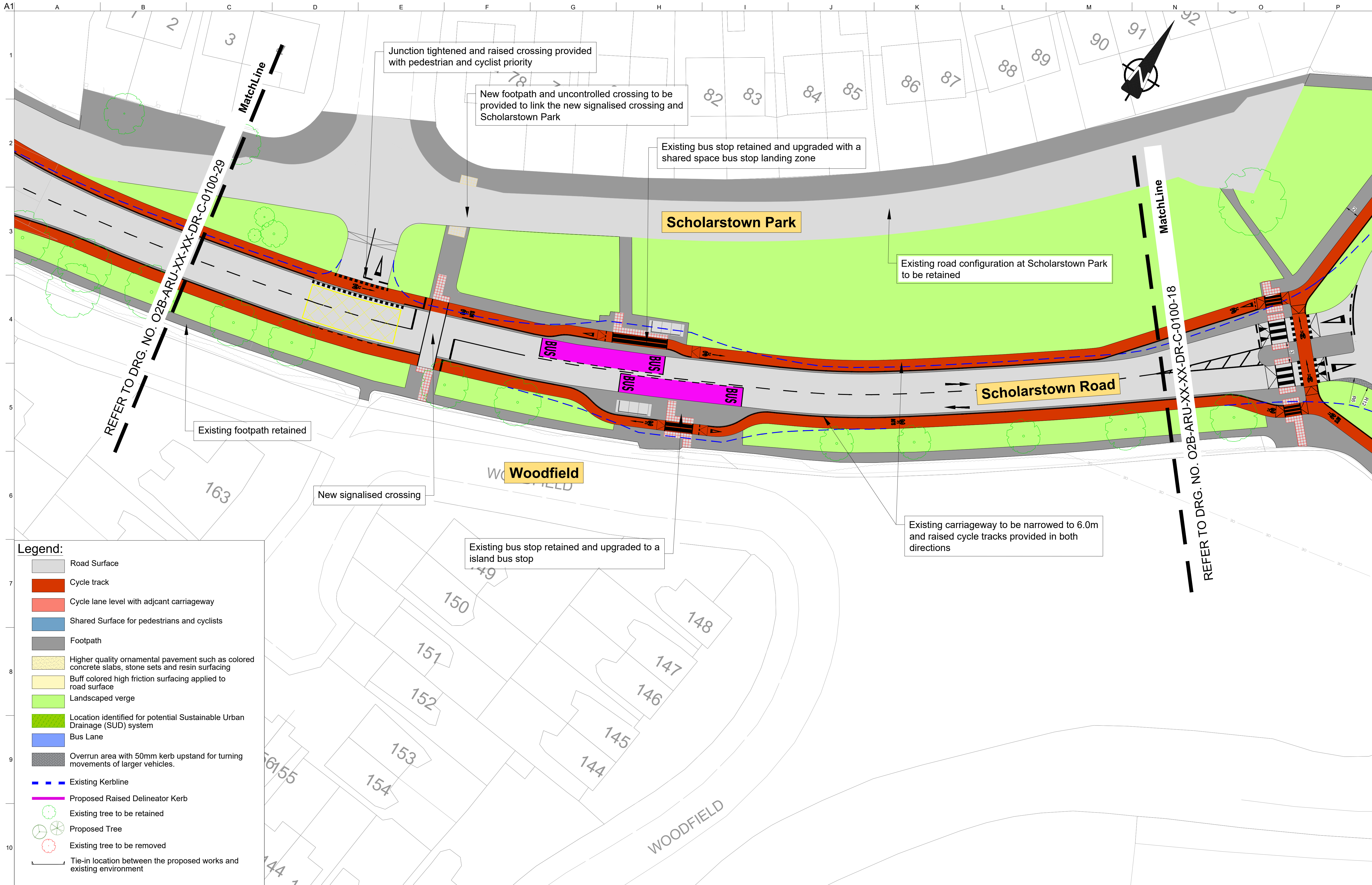
Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 27 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|-----------------------------------|----------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-27 | |



Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerbline

Proposed Raised Delineator Kerb

Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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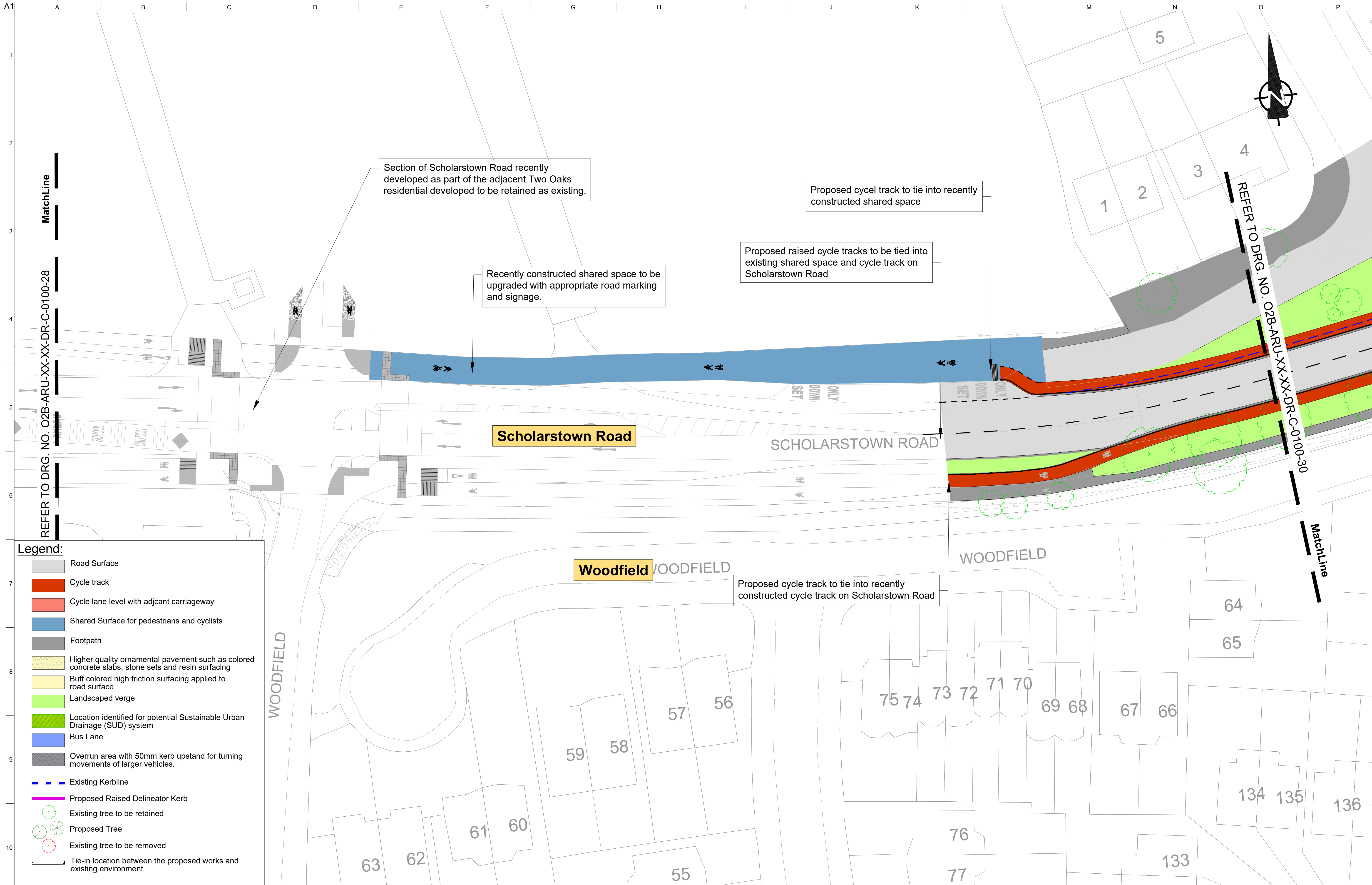
Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 28 of 30

| | |
|----------------------------|--------------------|
| Scale at A1 | 1:250 (1:500 @ A3) |
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | Rev |
| 284940-00 | P04 |
| Name | |
| O2B-ARU-XX-XX-DR-C-0100-28 | |



Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerbline

Proposed Raised Delineator Kerb

Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Project Title

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement Sheet 29 of 30

Scale at A1 1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-29 |
| Rev | P04 |

Do not scale

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Legend:

Road Surface

Cycle track

Cycle lane level with adjcant carriageway

Shared Surface for pedestrians and cyclists

Footpath

Higher quality ornamental pavement such as colored concrete slabs, stone sets and resin surfacing

Buff colored high friction surfacing applied to road surface

Landscaped verge

Location identified for potential Sustainable Urban Drainage (SUD) system

Bus Lane

Overrun area with 50mm kerb upstand for turning movements of larger vehicles.

Existing Kerblne

Proposed Raised Delineator Kerb

Existing tree to be retained

Proposed Tree

Existing tree to be removed

Tie-in location between the proposed works and existing environment

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| | | | | |
|-----|----------|----|------|------|
| P04 | 26/06/25 | JR | DC | DC |
| P03 | 17/04/25 | JR | DC | DC |
| P02 | 16/01/25 | JR | AM | DC |
| P01 | 18/10/24 | JR | AM | DC |
| Rev | Date | By | Chkd | Appd |

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Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Drawing Title

General Arrangement
Sheet 30 of 30

Scale at A1

1:250 (1:500 @ A3)

| | |
|-------------|----------------------------|
| Role | Infrastructure |
| Suitability | For Planning |
| Arup Job No | 284940-00 |
| Name | O2B-ARU-XX-XX-DR-C-0100-30 |

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