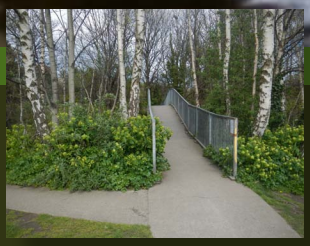

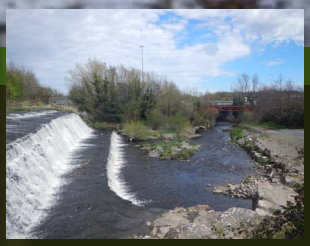

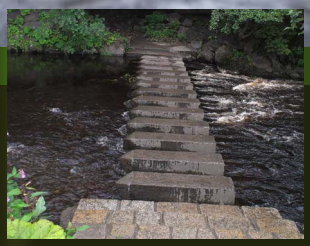

Dodder Greenway

EIA SCREENING REPORT

JUNE 2017

ROD ROUGHAN & O'DONOVAN

Údarás Náisiúnta Iompair
National Transport Authority

Comhairle Contae Átha Cliath Theas
South Dublin County Council

dlr
Comhairle Contae County Council

Dodder Greenway

EIA SCREENING REPORT

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1. EXECUTIVE SUMMARY

1.1 Introduction

Roughan & O'Donovan (ROD) was commissioned by South Dublin County Council to provide project management and environmental consultancy services including preparation of planning documents for the proposed Dodder Greenway (hereafter referred to as the "Greenway"). As part of this commission, ROD has carried out a Screening for Environmental Impact Assessment (EIA) to determine whether an Environmental Impact Assessment Report (EIAR) is required for the Greenway.

The proposed Greenway will be a high quality pedestrian and cycleway from Grand Canal Dock in Dublin's city centre and follows the River Dodder as far as Bohernabreena, south of Glenasmole valley in the Dublin/Wicklow Mountains. The route for the Greenway passes between two Local Authority administrative areas: Dublin City Council and South Dublin County Council. A Section 85 (Local Government Act as amended, 2001) agreement is in place between the Local Authorities and in this regard and for the purposes of advancing the project in a timely manner, the project comprises two sections which will each be subject to separate Part VIII applications.

1.2 The Proposed Development

The proposed Greenway is located alongside the River Dodder for the majority of its length, linking the Liffey at John Rogerson's Quay to Fortbridge at Friarstown near the Bohernabreena Reservoirs at Glenasmole – covering a distance of approximately 17km. The River Dodder rises at Kippure Ridge in the Dublin/Wicklow Mountains before flowing to the Glenasmole Valley. The Dodder then flows north-east through Tallaght and Firhouse. From Firhouse the river continues through Rathfarnham, Templeogue, Rathgar, Milltown, Clonskeagh, Donnybrook, and finally Ballsbridge before its confluence with the River Liffey near Ringsend. There is a weir located upstream of the Lansdowne Road bridge in Ballsbridge and the River Dodder becomes tidal from approximately this location. The location of the proposed route is shown in Appendix B.

The proposed Greenway seeks to maximize the use of the existing facilities where feasible, namely the network of built surfaces, footpaths and footbridges currently in place along the River Dodder.

The proposed Greenway consists primarily of upgrading of existing paths, cycleways and tracks, however road sections are also proposed where access along the River Dodder is not feasible. The layout will generally consist of a 3-5m wide shared footpath/cycletrack.

Where constraints are present the width will be reduced, and conversely, where environmental constraints do not exist and there is higher user demand such as at junctions and closer to the city centre, the width will be up to 5 metres in places. The Greenway will deviate from the existing network of paths at certain locations to ensure route optimisation, and for improved connectivity to existing roads and other public access. A number of bridges

over the River Dodder are proposed which will allow the Greenway to progress links to communities either side of the River Dodder and provide access from adjacent residential areas. Typically these crossings will consist of 4.4m wide clear span structures which will be designed to minimise visual and lighting impacts on the environment.

In a number of locations more than one route option is still under consideration and therefore for the purposes of this assessment, all options still under consideration are presented and assessed to ensure that the worst case likely environmental impacts of the Project are considered.

1.3 Methodology

This screening has been undertaken having regard to the following documents:

- *Environmental Impact Assessment (EIA) Guidelines for Consent Authorities Regarding Sub-Threshold Development* (DEHLG, 2003);
- *Environmental Impact Assessment of National Road Schemes – A Practical Guide* (NRA, 2008);
- *The European Commission Guidelines on EIA Screening* (European Commission, 2001); and,
- *Guidelines on information to be contained in EIS (Environmental Protection Agency, 2002).*

The following Draft Guidance documents have also been consulted: -

- *Revised Guidelines on the Information to be Contained in Environmental Impact Statements, Draft September 2015.*

1.4 Screening Conclusions

The Project does not meet the thresholds for which the preparation of an Environmental Impact Assessment Report (EIAR) is a mandatory requirement. The legislative requirements that deem whether an Environmental Impact Assessment is mandatory for a project are outlined in Schedule 5 of the Planning and Development Regulations 2001–2015.

The characteristics of the Project which must be considered are outlined within Annex III of the EIA Directive 2014/52/EU, with particular regard to the following:

(a) The size and design of the whole project;

(b) Cumulation with other existing and/or approved projects;

(c) The use of natural resources, in particular land, soil, water and biodiversity;

(d) The production of waste;

(e) Pollution and nuisances;

(f) The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;

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

There are three designated sites of national and international conservation importance beyond the Southern terminus of the proposed Dodder Greenway, notably, the European designated sites (Natura 2000): Glenasmole Valley Special Area of Conservation (SAC), the Wicklow Mountains SAC and the Wicklow Mountains Special Protection Area (SPA). There are two European designated sites located within Dublin Bay beyond the northern extent of the proposed Greenway, notably South Dublin Bay SAC and the South Dublin Bay and River Tolka SPA. A Screening for Appropriate Assessment (AA) pursuant to Regulation 42(1) of the Habitats Regulations and Part XAB: Section 177U (1) of the Planning and Development Act, 2000 (as amended) has been prepared by ROD in February 2017 in accordance with current guidance (DEHLG, 2010). The AA Screening assessed and addressed all issues regarding the construction and operation of the proposed Greenway in order to inform and allow the competent authority to comply with Article 6(3) of the Habitats Directive.

It has been concluded, in view of best scientific knowledge and the Conservation Objectives of the Natura 2000 sites within the Likely Zone of Impact, that the proposed Greenway, on its own or in combination with other plans or projects, does not have the potential to give rise to likely significant effects on any Special Conservation Interests / Qualifying Interests of any Natura 2000 site. Significant effects are not likely to arise as a result of construction works for the proposed Greenway and direct impacts can be objectively ruled out. In the opinion of ROD, the overall conclusion is that the construction of the Dodder Greenway can be "*screened out*" and a Stage 2: Appropriate Assessment will not be required.

The River Dodder provides an important narrow ecological corridor in close proximity to residential and urbanised areas. The area surrounding the river is rich in visual amenity and cultural heritage with historic weirs among the many features of interest along the Greenway. Due to the temporary nature and limited extent of the proposed Greenway, the impacts on historic and cultural heritage will be minimal. The majority of the environmental impacts associated with the construction stage (e.g, disturbance and habitat modification) will be short-term, and will be reversible over time. However, the Project footprint will result in the permanent loss of some semi-natural habitat and the localised removal of a small quantity of natural material necessary for purposes of construction.

The proposed development will be designed in accordance with the National Cycle Manual; Transport Infrastructure Ireland (TII), previously National Roads Authority (NRA), Design Manual for Roads and Bridges (DMRB); the Department of Transport, Tourism and Sport's Design Manual for Urban Roads and Bridges (DMURS); and, the NRA/TII Environmental Assessment and Construction Guidelines (EACG), Inland Fisheries Ireland (IFI) Guidelines (2016) will be adhered to during construction near watercourses. Adherence to these guidelines will ensure that the likelihood of significant environmental effects will be minimised.

ROD recommends that South Dublin County Council determine that the proposed Greenway does not have the potential to have significant effects on the environment. It is concluded that an Environmental Impact Assessment Report is not required for the proposed Greenway. A detailed Ecological Impact Assessment (EcIA) has been undertaken by suitably qualified ROD Ecologists and accompanies the Part VIII planning application for the proposed Greenway.

2. INTRODUCTION

2.1 Project Brief

Roughan & O'Donovan Consulting Engineers has been engaged by South Dublin County Council to provide Project Management and Environmental Consultancy Services for the Dodder Greenway Project. Separately, Clifton Scannell Emerson Associates and RPS Group were appointed to undertake the design of the Dodder Greenway within the South Dublin County Council and Dublin City/Dun-Laoghaire Rathdown Council jurisdictions respectively. Roughan & O'Donovan has overall responsibility for ensuring coordination of the design and preparation of environmental assessments and planning applications for the proposed development.

A Feasibility Study (Roughan & O'Donovan, 2013) was previously carried out on behalf of South Dublin County Council to investigate the viability of developing the proposed Dodder Greenway and found the development of the Greenway to be viable and consistent with Planning Policy. A strategy for the construction of the Greenway was proposed which seeks to maximize the use of the existing network of built surfaces, footpaths and footbridges. The Feasibility Study highlighted the need for care and consideration of environmental constraints along and within the river in the development of the Greenway.

The function of the Greenway will be manifold. The following is a non-exhaustive list of objectives for the Greenway, taken into account during the development of the Project:

(i) To be a Greenway of international renown - the scheme must avoid compromises and be on a par with the best greenways in the world.

(ii) To connect areas of parkland - the Greenway should provide clear and coherent connectivity, both ecological and physical, between existing parks along the river corridor - such as Bushy Park, Herbert Park and Dodder Linear Park etc.

(iii) To enhance the ecological corridor - the scheme should have a neutral to positive impact on local ecology. This can be achieved by inclusion of complementary planting and features for flora and fauna, providing ecological linkages and wildlife corridors.

(iv) To cater for local amenity - the Greenway should benefit local communities through enhancing existing amenity paths and providing new linkages to adjacent communities and village centres.

(v) To benefit local business - the scheme will increase accessibility to local businesses and village centres along the river corridor.

(vi) To cater for tourist amenity - it is envisaged that the Greenway will attract walking and cycle tourists undertaking trails and circuits through the Dublin and Wicklow Mountains.

(vii) To cater for commuting – where commuting currently exists along the existing routes the scheme will either; ensure it is facilitated in a pedestrian priority environment or by provision of an alternative route for commuting cyclists if required.

A Constraints Study was completed by Roughan & O'Donovan (Roughan & O'Donovan, 2015) in order to inform the design by identifying specific design issues which should be taken into account during early design and route selection. These constraints to the development of a route included hydrology, landscape and visual impacts and ecology. An extensive suite of ecological surveys was undertaken in the period between 2007 and 2015 and the 2016 Constraints Study collated this information into one report which could be made available to all stakeholders. The above surveys presented in 32 individual reports were also supplemented by a series of multidisciplinary and protected species surveys in 2016. Initial consultations also took place with the National Parks and Wildlife Service in March 2016. Whilst the Greenway does not directly impact any designated areas, the National Parks and Wildlife Service (NPWS) have identified a number of ecologically sensitive locations along the Dodder corridor. These include:

- Beaver Row;
- Clonskeagh Weir;
- Scully's Field;
- Milltown Golf Course;
- Orwell Park; and,
- Grand Canal Basin.

This report has been prepared by Roughan & O'Donovan in accordance with published guidance to document the Screening of whether an Environmental Impact Assessment is required for the Project.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Description of the Proposed Greenway

The proposed Dodder Greenway is being developed to be a Greenway of international renown and to be on a par with the best greenways in the world. Although developed as a combination of off road and on road it utilises existing facilities within the Dodder Valley as much as possible to connect the linear parkland along the route. The Greenway route is approximately 17km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.

The function of the proposed Greenway is manifold while the main elements of the proposed Greenway can be summarised as follows:

- The Greenway route passes along the Dodder Valley from the River Liffey at Sir John Rogerson's Quay to the entrance to the Bohernabreena reservoirs at Glenasmole.
- It connects the existing cycle and pedestrian facilities in Dublin city centre such as the Sutton to Sandycove (S2S) Cycleway and Walkway and the Grand Canal Green Route with the Dublin Mountain Way at Bohernabreena.
- It will provide for improved connectivity to communities, facilities and local business along the Dodder Valley corridor with a dedicated signage strategy.
- Where commuting currently exists and demand is anticipated to continue, the scheme either ensures it is facilitated in a pedestrian priority environment with additional capacity for safe use at junctions or provide an alternative route for commuting cyclists where required.
- The Greenway will generally consist of a shared 3-4m wide bound surface on the off road sections, tying into suitable bound surfacing for the on road sections. It is proposed to utilise enhanced variations to reflect local context.
- Works will include widening and upgrade to existing paths, construction of new paths, the construction of a number of new bridges, upgrade of existing bridges and underpasses, cantilever boardwalk structures, junction upgrades, etc.
- The upgrade and creation of new entrances to the Greenway.
- Improved landscape treatment to provide a coherent and legible Greenway along the proposed Greenway.
- Ecological enhancements including species rich grassland management, the planting of native trees and the provision of bat boxes.
- Bat friendly public lighting will be provided both in new areas and in upgrading sections of existing lighting.
- CCTV will be provided at a number of locations including each of the bridges.

- Drainage measures including swales, signage, markings and ancillary works.

3.2 Overview

The proposed Dodder Greenway Route commences at Grand Canal Dock in Dublin's city centre and follows the River Dodder as far as the entrance to Glenasmole valley in the Dublin/Wicklow Mountains. A site location map showing the proposed route of the Greenway is given in Appendix B.

The route for the Greenway passes between two Local Authority administrative areas: Dublin City Council and South Dublin County Council. A Section 85 (Local Government Act as amended, 2001) agreement is in place between Dún Laoghaire–Rathdown County Council and South Dublin County Council and in this regard and for the purposes of advancing the project in a timely manner, the project comprises two section sections which will each be subject to separate Part VIII applications.

Section 1: South Dublin County Council will advance design and planning in the section of the project between the entrance to Bohernabreena Reservoir and Orwell Park (Dodder Road Lower).

Section 2: Dublin City Council will advance design and planning between Orwell Park (Dodder Road Lower) and Grand Canal Dock.

A single Screening for Appropriate Assessment and Ecological Impacts Assessment has been carried out as per the requirement of the National Parks and Wildlife Service.

3.3 Detailed Description of the Project

3.3.1 Section 1 – Grand Canal Dock to Orwell Park

The development of the proposed Greenway through Section 1 (Sir John Rogerson's Quay to Orwell Park) will require varying degrees of intervention to existing conditions depending on the proposed location. In some areas, relatively minor works will be required to enhance existing shared surface or cycleway already in place. Elements of the design may require more significant interventions including the provision of cantilevered boardwalks and a number of pedestrian/cycle bridges. In order to limit the impact of the proposed scheme on the receiving environment, ecological enhancements are proposed in a number of areas to increase biodiversity and also amenity value along the Greenway. It should be noted that this section is still at Options Development stage, and that the Emerging Preferred Route has still to be agreed upon with DCC and the NTA.

It is proposed to separate pedestrians and cyclists where possible and provide a 3m facility for cyclists as the preferred minimum width of greenway through the city centre. However further reductions may be necessary depending on sensitivities that may apply (environmental or otherwise). A reduced width is proposed in a number of areas where constraints exist which limit the ability for widening works.

More than one route option is still under consideration in a number of areas and therefore for the purposes of this assessment all options still under consideration are presented and assessed to ensure that the worst case likely environmental impacts of the scheme are considered.

A summary of the Greenway and the interventions proposed are given below. This summary should be read in conjunction with the drawings in Appendix B.

- Sir John Rogerson's Quay – proposed two-way cycletrack with existing pedestrian footpaths utilised for pedestrian traffic – this will be accommodated on existing paved areas.
- Hanover quay – the Greenway will connect from Sir John Rogerson's Quay either from Benson Street or Forbes Street. If the Forbes Street option is chosen, a link to Hanover quay may be provided along Misery Hill – this will be accommodated on existing paved areas. It is also possible that a loop may be formed between both quays utilising both Forbes Street and Benson Street.
- Grand Canal Crossing – a new crossing over the canal at Grand Canal Dock is proposed. This will consist of an upgrade to the existing crossings on the northern locks for pedestrians, and routing cyclists and other non-motorised users to the south of the locks via new fixed bridges on the outer locks and an upgrade to the crossing on the central opening lock. The final design of the proposed of a crossing at this point is subject to agreement from Waterways Ireland with consultations ongoing.
- South Dock Road – the proposed route then progresses along South Dock Road utilising a shared surface accommodated on existing paved areas.
- Ringsend Bridge – the Greenway will then link with Ringsend Road via a new ramped section and will cross the River Dodder via possibly 2no. new cantilever structures from the existing Ringsend Bridge. The number and form need to be agreed upon with the various stakeholders and community groups, and must be forgiving to the existing bridge structure.
- Fitzwilliam Quay – the Greenway will continue along Fitzwilliam Quay which will require existing parking to be reconfigured at a number of locations. This will be accommodated on existing paved areas.
- Bath Avenue – continuing along the River Dodder on the eastern bank and past Bath Avenue. It is proposed to utilise the existing 2.4m path as is, with the potential to widen using a cantilevered boardwalk in the future. The path along the western back (adjacent to the Aviva Stadium) is proposed as a commuter link.
- Between Lansdowne Road Bridge and the east coast railway line, it is proposed to utilise the existing 3m path as is with potential to widen using a cantilevered boardwalk in the future..
- Railway underpass – it is proposed to widen the existing 1.7m wide underpass at Lansdowne Railway Bridge to 5m (to accommodate future growth) and increase the available headroom.

- Lansdowne Railway Bridge – Ballsbridge – between Lansdowne Railway Bridge and Ballsbridge it is proposed to utilise the existing footpath along the Dodder and widen where required.
- Ballsbridge – a new Toucan crossing is proposed at Ballsbridge to facilitate crossing Merrion Road.
- Herbert Park – beyond Ballsbridge the Greenway is proposed along the Northern bank of the River Dodder. This will utilise the recently constructed public walkway adjacent to river in lands adjacent to the Herbert Park Hotel. A shared surface is proposed immediately adjacent to the hotel to the existing Hotel Bridge. A commuter link via Anglesea Road will then connect with the main greenway again at the Herbert Park Hotel Bridge. Re-configuration to the barriers at the hotel would be required. The Greenway will then continue through Herbert Park utilising the existing 4m wide upper route footpath which will be upgraded.
- Eglinton Terrace – the Greenway will then pass Eglinton Terrace, Bective Rangers Football Club and the Bective lawn Tennis Club. It is proposed the Greenway will be constructed on the proposed flood defence works. Ecological enhancements are proposed in this area by the provision of additional planting and vegetation. A commuter link via Eglinton Terrace to Donnybrook Village is also proposed.
- Donnybrook Road – through existing DCC lands adjacent to the River Dodder to a new crossing of the N11 Stillorgan / Donnybrook Road at the Eglinton Road junction: DCC are currently preparing a Part 8 application for a modification to the approved flood defence wall at this location and the design of the wall will allow for the future development of the Dodder Greenway at this location. Further ecological enhancements are proposed at the approach to the crossroads.
- Brookvale Road – Revised junction layout at Eglinton Road / Brookvale Road. The Greenway will then continue along Brookvale Road where it is proposed to widen the existing 1.7m wide footpath.
- Riverside Walk – at the end of Brookvale Road the Greenway enters Riverside Walk. In this area it is proposed to widen the existing track to 3m, and sections of cantilever Boardwalk may be required to accommodate this. An area of ecological enhancement may also be provided in lands opposite Riverside Walk.
- The Greenway will then continue adjacent to the river utilising a proposed boardwalk included as part of a planned redevelopment of the former Smurfit Paper Mill site. This will link to Clonskeagh Bridge, via the back of the petrol station. A potential on-road solution is still being investigated along Beech Hill Road and Beaver Row, to link between Brookvale Road and Clonskeagh Bridge. Clonskeagh Bridge (which was also assessed as part of this EIA screening) – it is proposed to provide a new cantilever bridge adjacent to the existing Clonskeagh Bridge to facilitate the footpath/cycletrack.
- Clonskeagh to Milltown – the Greenway will then continue along the existing track on the south bank of the river which will be upgraded to accommodate the footpath/cycletrack.

- Dodderbank Apartments – the existing footpath adjacent to the south bank of the river will be upgraded to accommodate the footpath/cycletrack as far as Dundrum Road, passing the Dodderbank Apartments. The Greenway may also split and cross the river via a new bridge near Strand Terrace on the western bank and continue on the existing footpath which would be upgraded to accommodate the footpath/cycletrack. The route option on the western side of the river is proposed as a potential greenway loop, but not intended as the main greenway route. Regrading of the approaches to the underpasses at Dundrum Road will be required.
- Milltown – Existing pathways/cycletracks to be upgraded to Greenway status.
- Luas Line – both the northern and southern route options pass beneath the Luas line at the nine arches viaduct. The southern option is proposed as the main greenway route and would cross Churchtown Road Lower via a proposed toucan crossing and continue along the boundary of the Milltown Golf Course. The northern option is proposed as a greenway loop and would cross beneath Churchtown Road Lower via the existing path under Classon's Bridge existing underpass continuing through Dartry Park East.
- Milltown Golf Course – the Greenway continues along the boundary of the golf course crossing the river at Dartry Cottages on the existing access bridge which needs to be refurbished.
- Dartry Park West – The main route continues through Dartry Park West, on the upper path, with minor upgrade. The lower path may be utilised as a potential greenway loop.
- Dartry Park West to Orwell Park – There are route options on both sides of the river along this section. The northern route via the linear park to Waldron's Bridge will form the main greenway route, with the south route via the existing pedestrian bridge and Orwell Walk forming a possible commuter link. The southern option would require widening the existing footbridge and replacing the steps on each side of the bridge with new ramps. The northern option would require a section of existing pathway to be widened by the construction of a small cantilever.
- Orwell Road to Dodder Road Lower– Both options pass beneath Orwell Road via existing underpasses at Waldron's Bridge. The main greenway route continues through Orwell Park along the upper path, with minor upgrade works envisaged. It may require a new bridge across the river to Dodder Park Road. The lower park path may be utilised as a greenway loop. It is proposed that a commuter link be provided via Dodder Road Lower, on the southern side of the river. Bother routes would then converge at Dodder Road Lower adjacent to the existing pedestrian bridge at Orwell Park. The Greenway then continues through South Dublin.

3.3.2 Section 2 – Orwell Park to Fortbridge

The development of the proposed Greenway through Section 2 will require varying degrees of intervention to existing conditions depending on the proposed location. In some areas very little construction works will be

required due to the presence of an existing shared surface or cycleway already being in place. However measures to upgrade the existing quality of the landscape to Greenway have been proposed and will be further detailed at detail design stage. Elements of the design will require more significant interventions including the provision of pedestrian/cycle bridges at a number of locations. Unless otherwise stated it is proposed to provide a 3.5-4m wide shared Greenway route. A reduced width is proposed in a number of areas where constraints exist which limit the ability for widening works. A summary of the route and the interventions required are given below.

- Orwell Park - Section 2 of the proposed route joins with the Section 1 in Orwell Park. The existing and upgraded footpath in the park will be realigned towards a new ramped section of pedestrian/cycle path and clear span bridge over the River Dodder adjacent to Dodder Road Lower. The proposed bridge will comprise a 4.4m wide structure over spanning the River Dodder for a distance of 21.5m. Two further 15.78m spanned sections will bring the structure back to the level of a ramped section which will tie in with the pedestrian/cycle path in Orwell Park. Landscape improvements are proposed at the landing.
- Dodder Road Lower – an existing pedestrian/cyclist shared surface is in place along Dodder Road Lower which will be upgraded as necessary to progress the project - all works within existing paved areas. Space is constricted but landscape and planting upgrades will be incorporated where possible.
- Dodder Road Lower/Dodder Park Drive – the existing shared surface along Dodder Road Lower between Dodder Park Drive and Rathfarnham Road will be upgraded where necessary. The 4m wide shared footpath/cycle track will continue along Dodder Park Drive to Dodder Park Road to the Rathfarnham Road junction.
- Dodder Park Road/Rathfarnham Road Junction – all arms of this junction will be improved with pedestrian and cyclist facilities – all works within existing paved areas. The entrance to the parkland will be upgraded with hard landscape and planting proposed.
- Springfield Avenue – along Springfield Avenue there is a proposed 4m shared footpath/cycletrack with separate 2m cycle track on western side of road with 2m footpath and 2m cycletrack on eastern side of road as far as the bend in the road adjacent to the River Dodder where the road narrows – all works within existing paved areas. The planting plan continues within the adjacent parkland.
- Springfield Avenue – from where the road narrows there is an existing 3.9m shared footpath/cycletrack on the western side of the roadway which will be upgraded where necessary and retained. On the eastern side of the roadway a proposed 4.2m shared footpath/cycletrack will be provided – see Plate 3.1 below. All works will be completed within existing paved areas with the removal of the existing central reservation to provide additional space.

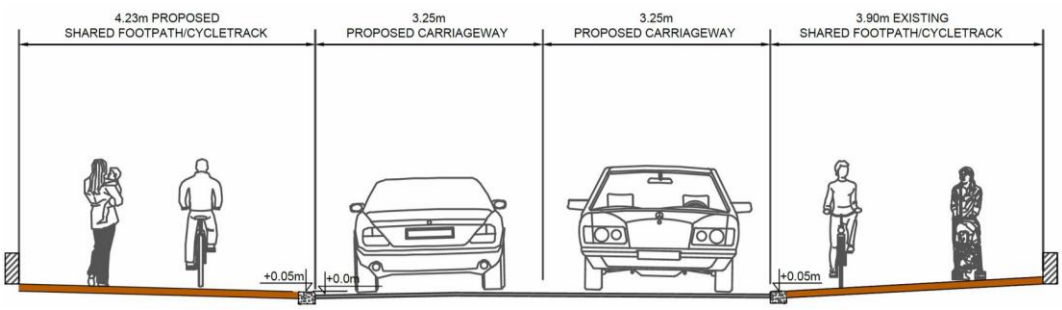

Plate 3.1: Typical Cross-section at Springfield Avenue

- Springfield Avenue/Woodview Cottages – a proposed new bridge with ramped sections connecting the proposed Greenway to Bushy Park is proposed on the northern side of the roadway at this location. A new 4m shared footpath/cycletrack is proposed through open space on the southern side of the roadway connecting to Church Lane. Planting and surface treatments are proposed.
- A wide shared street connection to Rathfarnham Main Street will be provided via Church Lane – all works within existing paved areas.
- Springfield Avenue/Owendoher River – the 4m shared footpath / cycletrack will continue along the north-western side of Springfield Avenue with the existing 3.3m shared footpath/cycletrack along the south-eastern side of the roadway upgraded as required. The existing parking bay will be realigned to accommodate the 4m shared footpath/cycletrack.
- Springfield Avenue/Fairways – the 4m shared footpath/cycletrack will continue along the northern side of Springfield Avenue with the existing 3.2m shared footpath/cycletrack along the southern side of the roadway upgraded as required as a far as the junction with Fairways. An upgrade to the boundary treatment and planting is proposed.
- Dodder Valley Park – at Fairways the Greenway turns southwards and enters Dodder Valley Park. The 4m shared footpath/cycletrack running from Bushy Park will link via an existing underpass beneath Springfield Avenue. Through Dodder Valley Park it is proposed to incorporate a 4m shared footpath/cycletrack utilising existing footpaths. This will require works widening the existing footpaths into the verge – a typical section through the shared footpath/cycletrack through Dodder Valley Park is shown in Plate 3.2. Care will be taken to retain vegetation along the riverside at this section. Swales will be incorporated to cleanse run-off and provide wetland habitats.

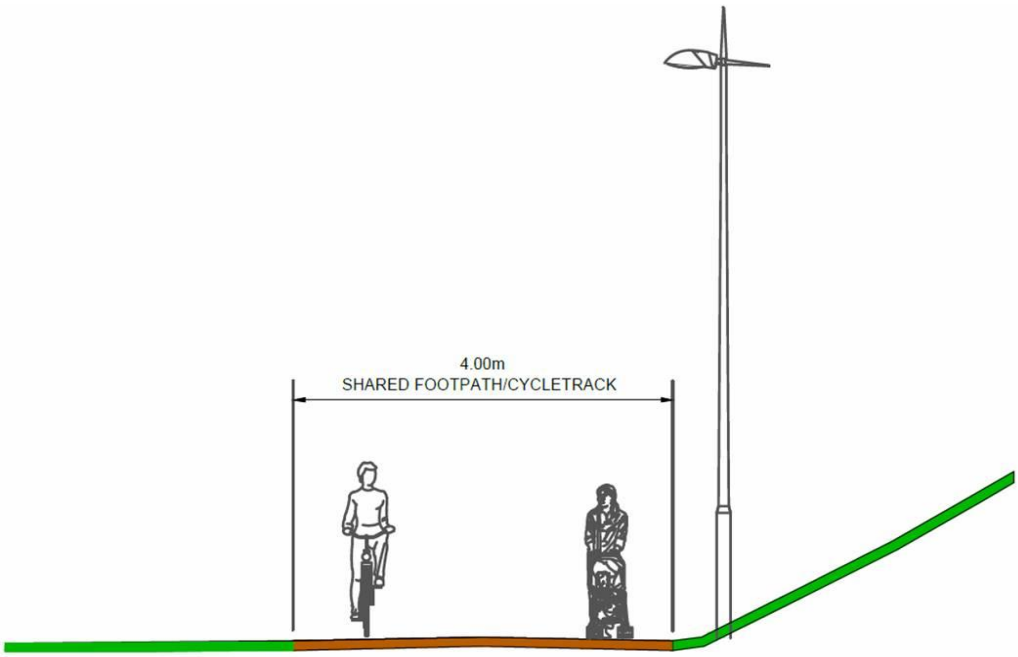

Plate 3.2: Typical Cross-section through Dodder Valley Park

- Riverside Cottages – it is proposed to provide a new bridge over the River Dodder to connect the 4m shared footpath/cycletrack to the northern bank and extend the Greenway through a green area at Riverside cottages through a shared street to Templeogue Road (see Plate 3.3 below). The new bridge will consist of a 4.44m structure spanning 21m over the river with a ramped section on the northern section spanning 15.8m over an existing footpath. The new shared footpath/cycletrack will be through an existing green area at Riverside Cottages as the Greenway leaves the existing footpath along the River Dodder. New planting is proposed through the parkland and open space areas.

Plate 3.3: Photomontage of proposed bridge at Riverside Cottages

- Kilvere – the proposed 4m shared footpath/cycletrack continues along the route of the existing footpath through Dodder Valley Park to Kilvere. Through Kilvere and as far as Butterfield Avenue the Greenway continues as a shared wide street. This will be completed on existing paved surfaces with road marking provided as required – see Plate 3.4 below.

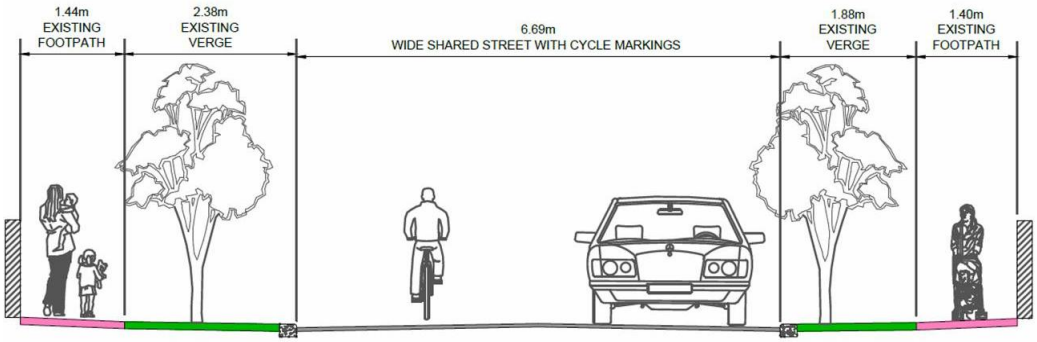

Plate 3.4: Typical Cross-section at Kilvere

- Butterfield Avenue – along Butterfield Avenue the Greenway proceeds westward and consists a 2m off road cycletrack on both sides with a 2 – 3m footpath on the verge-side. This will be completed on existing paved surface with the existing road carriageways reduced as required.
- Ballyroan Road/Old Bridge Road – the Greenway continues along Firhouse Road through the junction with the Ballyroan and Old Bridge Roads with local realignments and kerb adjustments at the junction as required.
- Firhouse Road – the Greenway continues along Firhouse Road making use of existing footpaths and existing cycle lanes as far as Dodder Valley Park.
- Dodder Valley Park – the Greenway enters Dodder Valley Park at Firhouse Road before the junction with Knocklyon Road. Once the Greenway route enters Dodder Valley Park a 4m footpath/cycletrack continues utilising existing footpaths in the park. This will require works widening the existing footpaths into the verge at both sides – a typical section through the shared footpath/cycletrack through Dodder Valley Park similar to that shown in Plate 3.3. Portions of the Greenway through Dodder Valley Park will reduce to a 3.5m shared footpath/cycletrack. A 'no-dig' Route will be implemented through woodland. The Greenway avoids high quality calcareous grassland. New planting and landscaped features at entrances are proposed.
- Ballycullen Road/Firhouse Road – a shared street connection will be provided from the Greenway through Dodder Valley Park to the Ballycullen Road/Firhouse Road junction - this will be completed on existing paved surfaces.
- M50 – the 3.5/4m shared footpath/cycletrack continues through Dodder Valley Park as far as the M50 which it passes beneath utilising an existing underpass and enters Dodder Riverbank Park. The existing Weir at Balrothery will be enhanced by a specific landscape plan at detail design stage to respond to its significant heritage and local and national

interest. There will be a requirement for significant regrading of the ground profile through this section. New planting is proposed along the Greenway.

- Dodder Linear Park – the 4m shared footpath/cycletrack continues through Dodder Linear Park – this will require works widening the existing footpaths into the verge at both sides. No widening is required further into Dodder Linear Park where existing wide paths/maintenance tracks can accommodate the 4m shared surface. However, planting, entrance treatments and landscape treatments are incorporated.
- Avonmore Road link – a new bridge is proposed to link the Greenway with Avonmore Road through a shared street adjacent to Bolbrook Enterprise Centre. The proposed bridge consists a 23.2m structure overspanning the River Dodder with two 13.7m ramped sections on the eastern side of the river.
- Dodder Valley Park Cycle Scheme – the Greenway continues with 4m shared footpath/cycletracks following the route of existing park footpaths which will require widening into the grass verges. A portion of the Greenway has already been constructed comprising the Dodder Valley Park Scheme. This included a 52m clear span cabled stayed bridge over the Dodder River and a 20m clear span bridge over the Ballycullen Stream.
- Old Bawn Road – the Greenway leaves Dodder Valley Park at Old Bawn Road and continues as a 5m shared street with traffic calming measures along Kiltipper Road turning south along an existing access lane as a shared street to Kiltipper Woods Clinic.
- Kiltipper Woods Clinic to Fortbridge – the final section of the Greenway route continues along existing footpaths between the Kiltipper Woods Clinic and Fortbridge (Friarstown Upper) at the entrance to Glenasmole Reservoir. A small portion of the Greenway will be located adjacent to Ballinascorney Road requiring a new shared footpath/cycletrack on the southern side of the carriageway to facilitate a safe crossing point. Significant native tree planting and new entrance treatments are proposed.
- Car Park at entrance to Glenasmole Reservoir – minor upgrade works in the form of surfacing, line markings and pedestrian facilities will be undertaken to the existing car park at the entrance to Glenasmole Reservoir.

4. EIA SCREENING PROCESS

4.1 Introduction

This report documents the significant environmental effects which the proposed Greenway development is likely to have on the receiving environment. The reference documents used to inform the process are listed in Section 1.3.

The Guidelines on EIA Screening (European Commission, 2001) provide a flow diagram of the screening process and this is the process generally followed in this Screening Report (See Figure 4.1).

4.2 Relevant Legislation

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as 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 and most recently amended by Directive 2014/52/EU.

The legislative requirements which deem whether an EIA is mandatory for a project are outlined in Schedule 5 of the Planning and Development Regulations 2001-2016.

All Projects can be placed into one of the following two categories:

- those that exceed the thresholds laid down and therefore have a mandatory requirement to prepare an EIAR; and
- those projects that are sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment.

4.3 Methodology

Screening is the process of deciding whether a development requires an EIA. The mandatory and discretionary provisions within Planning and Development Regulations 2001–2016 allow the requirement for an EIA to be determined.

4.4 Mandatory EIA

The Project does not meet the thresholds to require a mandatory EIA. The legislative requirements which deem whether an EIA is mandatory for a project are outlined in Schedule 5 of the Planning and Development Regulations 2001-2016.

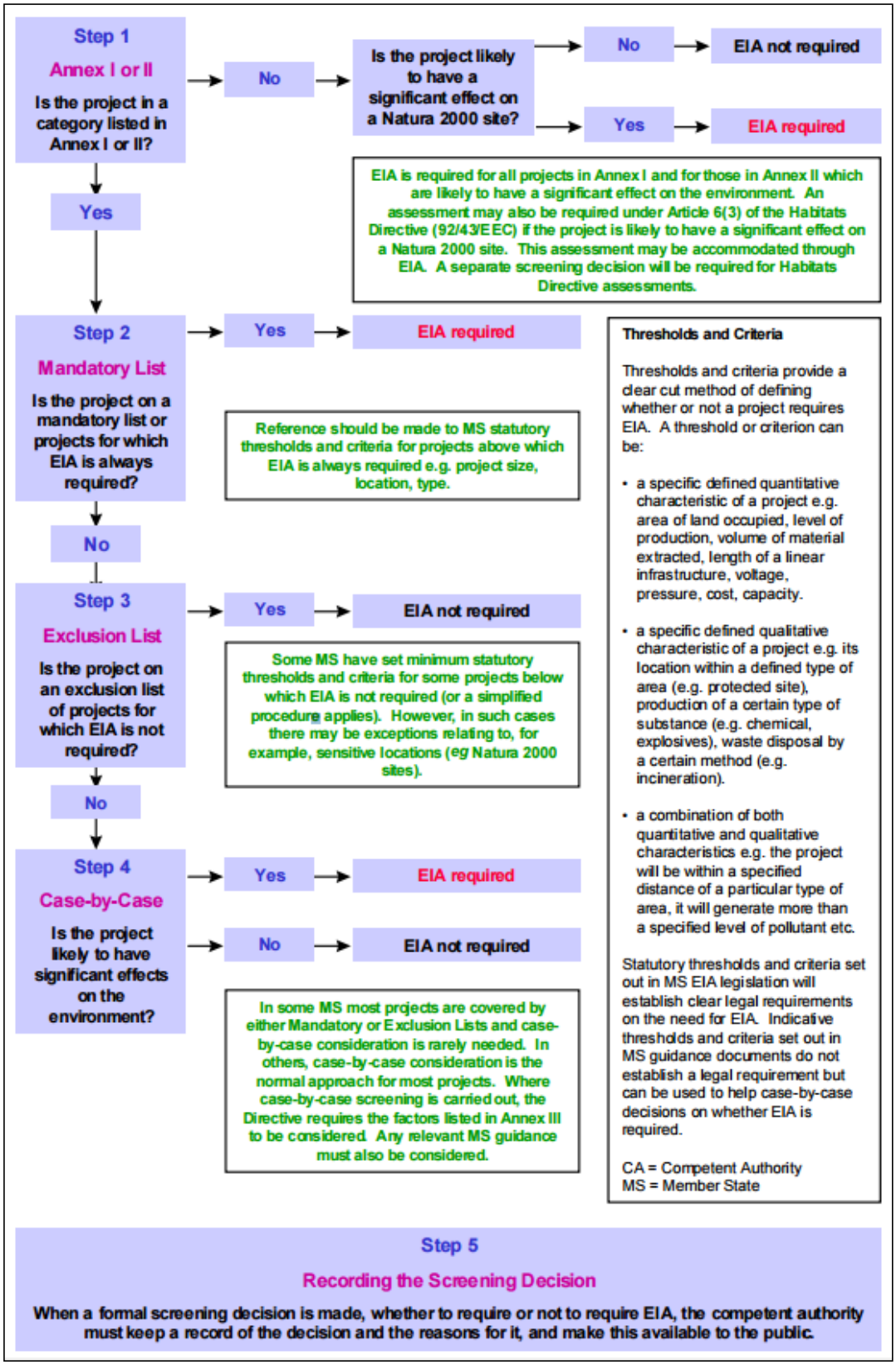

Plate 4.1: The Screening Process (Source: European Commission Guidelines on EIA Screening (June 2001))

4.5 Sub-Threshold Development

Where a decision is being made on whether a proposed development would or would not be likely to have significant effects on the environment, regard must be given to the following project characteristics outlined in Annex III of the EIA Directive 2014/52/EU:

(a) The size and design of the whole project;

(b) Cumulation with other existing and/or approved projects;

(c) The use of natural resources, in particular land, soil, water and biodiversity;

(d) The production of waste;

(e) Pollution and nuisances;

(f) The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;

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

Additionally, the screening process can be aided using the European Commission publication, Guidance on EIA Screening (June 2001) checklists, particularly the "*Screening Checklist*" and the "*Checklist of Criteria for Evaluating the Significance of Environmental Effects*". A detailed Screening Checklist was completed for the proposed development and is contained within Appendix A.

Descriptions of the aspects of the environment likely to be significantly affected by the proposed Greenway are outlined in Sections 4.6, 4.7 and 4.8.

4.6 Characteristics of the Proposed Development

4.6.1 Size of the Project

The nature of the proposed Greenway development generally requires widening works to existing footpaths which limits the extent of works proposed to be carried out. The proposed bridge locations have been limited to locations where engineering solutions incorporate less intrusive designs avoiding and reducing potential impacts on the receiving environment. Note that the exact number of bridges to be provided may vary depending upon the options selected within Section 1.

4.6.2 Cumulation with Other Projects

A number of searches in relation to plans and projects that may have the potential to result in cumulative impacts have been undertaken. Data sources included the following:

- An Bord Pleanála Website (Planning Searches);
- Dublin City Council Online Planning Search;
- South Dublin County Council Planning Search;
- Dun Laoghaire Rathdown County Council Planning Search.

For the purposes of this cumulative assessment small scale and domestic developments were not considered given the urbanised nature of the route particularly through the Dublin City Council section and the fact that these developments would be subject to the stringent planning controls of the relevant local authorities.

A summary of relevant developments considered in the cumulative assessment are given below.

Dublin City Council Planning Application No. DSDZ3865/14 (Granted): New office block building currently under construction at Hanover Quay. Potential interaction with the Greenway may occur with the development of an on-road section of the Greenway along Britain Quay and Hanover Quay. An AA screening was carried out for this development and it was concluded that significant effects are not likely to arise, either alone or in combination with other plans or projects that will result in significant effects to the integrity of the Natura 2000 network.

Dublin City Council Planning Application No. DSDZ2546/15 (Granted): New mixed use development currently under construction at Britain Quay. This development is located along the River Dodder at its confluence with the River Liffey. A new green space is proposed between Britain Quay and the River Dodder with a balustrade to the river edge. The Greenway can tie in with the green space along Britain Quay presenting potential positive interactions with respect to the River Corridor. An AA screening was carried out for this development which deemed that no European Sites are at risk of likely significant effects from construction or operation of the proposed development.

DCC Planning Application No. 4219/10 (Granted): Proposed development at St. Patrick's Church which involves the construction of one single storey building with a balcony that projects 1.9m over the existing quay wall. St. Patrick's Church is located directly adjacent to the River Dodder at Ringsend Road.

DCC Planning Application No. 2268/14 (Granted): Development at Merion College for the development of a Sports Hall with all associated facilities located adjacent to the River Dodder at Landsdowne Road/Herbert Road. An AA screening was carried out in support of this planning application. This report concluded that there are no elements of the proposed development which could, on their own or in combination with other plans or projects, lead to a risk of significant impacts on European sites.

DCC Planning Application No. 2868/16 (Granted): This development will consist of a commercial building of 4-6 storeys over basement and all associated parking and works. The development is located along Shelbourne Road and in close proximity to the River Dodder.

DCC Planning Application No. 4953/06 (Granted): Planning permission granted for an extension of existing detached public toilets and a two storey clubhouse with balconies overlooking the River Dodder. This development is

located adjacent to the River Dodder in Ballsbridge at the corner of the junction of Anglesea Road, Ballsbridge and Merrion Road.

DCC Planning Application No. 2219/15 (Granted): Permission granted for a two storey building serving Leinster Branch IRFU adjacent to the existing Old Wesley RFC clubhouse.

DCC Planning Application No. 2388/15 (Granted): Planning permission granted to Old Wesley RFC adjacent to Donnybrook Rugby Club for a multipurpose development including reconfiguration of internal layouts and entrances, new single storey extension at ground level, the installation of solar panels, the provision of a new uncovered external terrace including all associated works and alterations.

DCC Planning Application No. 2620/14 (Granted): Planning permission exists for a development at the old Smurfit Paper Mills site along Clonskeagh Road and adjacent to the River Dodder. The development includes for the provision of c.92 apartment units with an option to provide a riverside walkway (boardwalk) along the Dodder River extending the length of the site to Clonskeagh Bridge. The Greenway development has the potential to interact with this development as one of the current preferred route options at this location would involve combining this boardwalk with the Greenway route.

DCC Planning Application No. 2549/15 & 2308/16 (Granted): Planning permission exists at Dartry Road on the old Dartry Mills site which consists of the reconstruction of a partially collapsed building for science and technology uses. The proposed development includes a riverside boardwalk with a connection to Dartry Park East via an existing overgrown river bank trail. The proposed Greenway development has the potential to interact with this development by incorporating this proposed riverside boardwalk which would be upgraded to a sufficient standard and this is one option be considered at this location as part of the preferred route. An Appropriate Assessment screening was carried out for this development and it concluded that that there are no elements of the proposed development which could, on their own or in combination with other plans or projects, lead to a risk of significant impacts on European sites.

DCC Planning Application No. 2766/16 (Granted): Planning permission for modifications to approved housing development under Planning No's. 4126/15 3726/09, 2669/11, 3810/11, 2744/12, 2427/13, 3624/13, 3012/14, 2250/15 and 4005/15. This comprises a mixed use development on a site adjacent to Dartry Park in Rathgar in close proximity to the River Dodder. This application for modifications is currently being considered by Dublin City Council but the development has already been granted permission. The River Dodder is interconnected with a number of other major watercourses including:

- The River Liffey at Grand Canal Dock;
- The Royal Canal through the River Liffey at Grand Canal Dock;
- The Grand Canal at Grand Canal Dock.

Given the interconnection of the River Dodder in terms of its function as an ecological corridor with these watercourses, large developments occurring adjacent to these watercourses must be considered to determine the net cumulative ecological effects. Similar pedestrian/cycle schemes are proposed along the Grand Canal, Royal Canal, River Liffey and in this regard will be considered in the cumulative impact assessment. A description of each of these schemes is given below.

Proposed Royal Canal Greenway (Granted)

The Royal Canal Greenway will involve the construction of a Premium Pedestrian and Cycle Route along the Royal Canal from North Wall Quay to Ashtown. The overall length of the scheme is 7.1km from Sheriff Street Upper to Ashtown. The scheme has been broken into four phases:

- Phase 1: Guild Street (North Wall Quay) to Sheriff Street Upper – Now Complete;
- Phase 2: Sheriff Street Upper to North Strand;
- Phase 3: North Strand to Phibsborough;
- Phase 4: Phibsborough to Ashtown.

An Appropriate Assessment screening has been undertaken at planning stage and it was concluded that there will be no likely significant effects on any Natura 2000 site(s) either alone or in-combination with other plans or projects.

Grand Canal Blueway (Part 8 Planning in progress)

It is proposed to construct a shared walking and cycling Blueway route along the towpath of the Grand Canal for a distance of 118km extending from Clondalkin Bridge in Dublin to Shannon Harbour on the Offaly/Galway county border. The proposed Blueway will also extend along the Milltown Feeder (12.9km) and Naas-Corbally (11.9km) branches of the Grand Canal Main Line. A number of sections of the proposed Blueway either have been granted planning permission or are in the process of being finalised for the planning process. The remainder of the proposed Blueway is at early stage pre-design and can be considered a more long term prospect for construction. The current status of the various design elements of sections of the proposed Blueway are listed below:

Table 4.1 Status of Active Sections of the Proposed Grand Canal Blueway

Planning Phase	Blueway Section	Distance	Status
Phase 1	Tullamore to Lough Boora Discovery Park (Turraun)	22km	Planning Permission secured November 2015
Phase 2	Edenderry to Tullamore	33km	Design Stage
Phase 3	Ballycommon to Kilbeggan (in conjunction with WCC)	7km	Pre-design Stage
Phase 4	Lough Boora Discovery Park (Turraun) to Shannon Harbour	16km	Pre-design Stage

An Appropriate Assessment screening undertaken for the entire proposed Blueway development concluded that the project will not result in likely significant effects to the future conservation status and integrity of qualify features of any European Sites.

Lower Dodder Flood Alleviation Scheme

Due to frequent and historic flooding on the lower reaches of the River Dodder, Dublin City Council is in the process of constructing flood defence measures along sections of both sides of the River Dodder between the Lansdowne Road railway bridge and the Lower Smurfit Weir upstream of Donnybrook Bridge at Beaver Row. These works consist primarily of flood defence walls, flood defence embankments, flood gates, infilling of bridge parapets and associated drainage and services alterations together with reinstatement and landscaping works.

The works have been divided into a number of Phases as follows:

- Phase 2C - works from the Lansdowne Road Railway Bridge to Ballsbridge.
- Phase 2D - works from Ballsbridge to Anglesea Bridge.
- Phase 2E - works upstream of Anglesea Bridge to Smurfit Weir (lower).

These works were subject to an Appropriate Assessment in 2010 and a Natura Impact Statement (NIS) was completed. The NIS concluded that following the implementation of mitigation the proposed works would avoid significant adverse effects on Qualifying Interests of the Natura 2000 sites. The NIS included mitigation measures to avoid and reduce all risks to the River Dodder particularly those associated with the release of sediment loads to water column and subsequent impacts and their effects to habitats and species.

An Environmental Management Plan has been completed for the works and all works are agreed with Inland Fisheries Ireland prior to commencement on-site with a method statement, detailed plans and works programme all submitted for agreement in an on-going basis. The works are also being carried out in consultation with the National Parks and Wildlife Service. No in-stream works are taking place in the River Dodder during sensitive commuting and spawning periods due to the watercourse being an important Salmonid resource.

A series of embankments and flood walls are proposed between Ballsbridge and the lower Smurfit Weir as per the Part 8 proposals which have been approved. A section of an existing wall which was proposed to be heightened as part of the works has become unstable in the vicinity of the RDS Arena and therefore will now need to be replaced. A separate Part 8 application is required for these works. The current programme of works is programmed for completion of Phase 2E as far as Smurfit Weir by the end of 2017.

Mount Carmel Sports Facilities Firhouse

South Dublin County Council are currently progressing a preliminary design for a multi-sports facility at Dodder Valley Park at Firhouse. A portion of Dodder Valley Park is listed as a proposed National Heritage Area. The current proposals include a new running track and football pitch, a shared clubhouse facility, a BMX bike track and associated pedestrian footpaths. An Ecological Impact Assessment has been undertaken and is to be submitted with the Part 8 application. The proposed development will result in a reduction in habitat quality for some habitats within the subject lands, notably through the replacement of areas of Dry Meadows and Grassy verges with amenity grassland. Loss of high-value habitats has been minimised at the design stage, with development being concentrated in lower value habitats. Mitigation measures have been proposed to minimise disturbance to surrounding habitats and to sites downstream of the subject lands. After mitigation, the loss of species-rich dry meadows and grassy verges (alone and cumulatively) is considered to be a significant impact. Compensatory measures have been proposed for the loss this habitat; however the establishment of this compensatory habitat will take a number of years to return to a similar level of habitat functionality. Following implementation of mitigation measures, all other residual impacts will be significant at site level only. Fauna on this site are expected to reuse the site on completion of construction and during future operation. It is expected that the proposed development will be progressed through the planning process in 2017 with construction anticipated in late 2017/2018.

Conclusion

Construction activities associated with the development of each of the projects listed above will result in some impacts on the River Dodder and its environs, mainly through permanent habitats loss, temporary habitat disturbance and modification during the construction phases. The in-stream works taking place as part of the Dodder Flood Alleviation Project pose the most significant risk to water quality, spread of invasive alien plant species and disturbance to protected fauna however; the works undertaken by Office of Public Works (OPW) are subject to strict site controls which are designed to mitigate potential impacts (as per Appendix B of the OPW Environmental Report). Disturbance to mammals will occur however the phased nature of the works will limit the overall impact. In addition, these works are temporary in nature and are anticipated to be completed by the end of 2017.

Having considered the anticipated overall potential impact with respect to each of these developments it is considered that the there are no likely significant effects on the environment when considered in combination with each other. It is therefore considered that the cumulative impact of the Dodder Greenway in combination with existing baseline actions (the approved projects listed above) is not significantly worse than any of the individual impacts associated with site preparation, construction and subsequent maintenance of the Greenway.

4.6.3 Use of Natural Resources

Whilst exact quantities of materials required have not been determined at this stage, the amount of aggregates that will be required during the construction phase is likely to be relatively minor. All excavated suitable material will be reused onsite in the bridge embankments and recreational enhancements proposed along the corridor.

4.6.4 Production of Waste

Small quantities of unsuitable material will be excavated and although every effort will be made to reuse this on site, it may have to be disposed of off-site. Whilst the exact amount of this unsuitable material has not been evaluated, the Contractor will be required to prepare a Construction and Demolition Waste Management Plan and any waste produced as part of the Project will be dealt with in accordance with all relevant waste management legislation and guidance.

4.6.5 Pollution and Nuisances

During construction, polluting material has the potential to cause environmental effects, however the likelihood and severity of these effects will be minimised through compliance with best practice construction management practices. During the construction stage, temporary impacts will be experienced by those property owners adjacent to the proposed Greenway and road users on the existing network. It is anticipated however that these increases will be offset by the reduction in noise and air pollution from the long term modal shift from cars to cycling and walking through provision of enhanced Greenway facilities.

During the operational phase, it is not predicted that there will be any increase in noise and vibration levels or air quality emissions along the Greenway.

4.6.6 Risk of Major Accidents and/or Disasters

The risk of accidents associated with this development would not cause unusual, significant or adverse effects of a type that would, in themselves, require an EIA.

During the construction phase measures will be provided to ensure that run-off from the works is contained and sediment removed prior to discharge into the watercourses. The works will be carried out in accordance with *Guidelines for Crossing Watercourses during the Construction of National Road Schemes (TII, 2008);* Inland Fisheries Ireland document *Guidelines On Protection Of Fisheries During Construction Works In And Adjacent To Waters* (IFI, 2016) and the CIRIA – Guideline Document C532 *Control of Water Pollution from Construction Sites* (CIRIA, 2001).

Additionally, a Traffic Management Plan will assess the risk of road traffic accidents during the construction phase. It is expected that the risk of accidents would be low during the construction of the Project considering standard construction practices would be used, the scale of the Project would be small and no unusual substances or technologies would be used.

The proposed development would provide a safer and more accessible facility for pedestrians and cyclists by reducing conflict with motorised vehicles.

4.6.7 Risk to Human Health

Temporary negative impacts to human health may be likely during the construction phase due to noise, dust, air quality, visual and traffic impacts. These impacts will be short term in nature and are not considered to be significant. The proposed new bridges will have the additional benefits of improving connectivity along the Dodder corridor and therefore will have a positive impact on human health.

4.7 Location of Projects

The second criterion included in Annex III of the EIA Directive relates to the geographical location of projects, having regard in particular to:

(a) The existing and approved land use;

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

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

- (i) Wetlands, riparian areas, river mouths;
- (ii) Coastal zones and the marine environment;
- (iii) Mountain and forest areas;
- (iv) Nature reserves and parks;
- (v) Areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to the Habitats Directive;
- (vi) Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
- (vii) Densely populated areas;
- (viii) Landscapes and sites of historical, cultural or archaeological significance.
- (ix) The following sections address each of the above points.

4.7.1 Existing and Approved Land Use

The footprint of the proposed route is largely along existing footpaths and cycletracks which will be upgraded and widened. The existing land use along the Greenway is predominantly parkland. The remaining sections of the Greenway are through existing built areas of the city and suburbs, primarily either constructed as shared surfaces on existing roads or along realigned sections of roads as combined footpath/cycletracks. There will be a number of bridges required to connect the proposed Greenway on either side of the Dodder as well as connecting existing facilities and communities to

the proposed Greenway. A small portion of the Greenway is proposed as a cantilevered boardwalk over the River Dodder itself. Approximately 6% of the proposed route is through existing greenfield lands.

4.7.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources

The proposed Greenway will have minimum impact on the quality and regenerative capacity of natural resources in the area. Much of the proposed route is along existing footpaths with only widening or realignment proposed and therefore there will be a minimal loss of vegetation. In addition, sensitive landscape design will be incorporated into the overall project design which will assist in replacing any vegetation loss and avoid or reduce potential impacts where possible. A number of ecological enhancements areas will be identified to provide opportunities for additional planting and general biodiversity enhancements measures. An ecological survey of the entire length of the River Dodder was carried out and sensitive habitats mapped. Areas which have been identified as being of specific nature conservation importance have been identified and an appropriate design which minimises impacts is proposed at all feasible locations.

4.7.3 The Absorption Capacity of the Natural Environment

4.7.3.1 Overview

The River Dodder is located within the Liffey and Dublin Bay Catchment (09) and the Water Framework Directive river sub-basin catchment of the Dodder Lower (IE_EA_09_587). This WFD river waterbody sub-basin has been assigned a status of Poor water quality. The River Dodder is located within the WFD groundwater body catchment of Dublin Urban (IE_EA_G_005). The groundwater classification for this region is classified as good.

The Water Framework Directive requires that good water quality status is achieved for the Dodder Lower sub-basin catchment by December 2027. The current Risk category is 1A with the sub-basin considered at risk from both diffuse pollution and water abstraction pressures.

The GSI quaternary mapping for the area is described as limestone till and made ground with a high clay content making the drainage characteristic poor. Alluvium and gravels are indicated along the route of the River Dodder. During the construction phase due to potential pollution incidences, measures must be put in place to protect affected water bodies and to maintain or improve the water quality status. In particular the water quality status of the River Dodder should not be degraded further.

Storm water runoff from the proposed development will either be treated in grass swales or allowed to run off over the edge into green areas where it will percolate and/or runoff into adjacent watercourses. In some urbanised areas of the Greenway, low points may be connected to adjacent storm water drains where required. The additional volume of runoff will be relatively low due to the fact that much of the Greenway will be utilised by pedestrians and cyclists and in this regard the quality of any storm water

runoff from paved areas will be of a very high standard with very low sediment content. In this regard any additional runoff generated from extended paved areas is not anticipated to cause any appreciable degradation in water quality either in the River Dodder or in adjacent watercourse.

4.7.3.2 Watercourses

There are a number of proposed crossings of the River Dodder as part of the proposed Greenway. The proposed route also crosses the Owendoher River via an existing road bridge. The entire Dodder Greenway is located either inside or adjacent to river floodplains. Flood alleviation works are ongoing on the Lower Dodder with bunds and flood walls currently being constructed. Due to the limited additional hard surfaces which are proposed, it is not anticipated that the scheme will contribute to flooding along the Dodder. Temporary flooding of the Greenway is expected to occur during extreme rainfall events; however alternative routes will be available to pedestrians and cyclists during these periods. Watercourses can be sensitive to pollution, particularly to the potential increased levels of suspended solids during the construction stage. Suspended solids (silt) affect aquatic life particularly larger animals such as fish, most critically when it settles in spawning areas. Other potential impacts include:

- physical obstructions to upstream and downstream migration both during and after construction;
- disturbance of spawning beds during construction - timing of works is critical; and,
- point source pollution incidents during construction.

Clear span or cantilever bridges are proposed at all crossing locations and therefore very limited in-stream works are anticipated. The proposed Greenway will cross the Owendoher River via an existing road bridge and therefore no impacts will occur on this watercourse.

4.7.3.3 Coastal Zones

The proposed Greenway is located along the lower reach of the River Dodder which is tidal. The route also crosses the Grand Canal at Grand Canal Dock and continues along Sir John Rogerson's Quay which are all tidal zones as the River Liffey enters Dublin Bay a short distance downstream. It is not anticipated that the proposed works will have any impact on any costal waterbody.

4.7.3.4 Mountain and Forest Areas

The route passes into the lower reaches of the Dublin/Wicklow Mountains at Kiltipper. The proposed route in this area will utilise the existing path of the Dublin Mountains Way through greenfield lands and is unlikely to have any significant environmental impacts. The proposed route ends near Fortbridge at the entrance to Bohernabreena Reservoir. There are no significant areas of forestry along the route; the route does pass through a number of public parks which have existing matures trees.

4.7.3.5 Nature Reserves and Parks

There are no nature reserves affected by the proposed development. The proposed route passes through a number of public parks including; Herbert Park, Dartry Park, Orwell Park, Bushy Park, Dodder Valley Park and Dodder Riverbank Park. The nature of works proposed through these parks is limited with only widening and upgrading of existing footpaths generally proposed.

4.7.3.6 Nationally Designated Sites

The following are a list of Nationally designated sites in proximity to the proposed development:

- Grand Canal pNHA (Site Code: 002104)
- Dodder Valley pNHA (Site Code: 000991)

The Environmental Impact Assessment Screening process assesses likely significant effects on these nationally designated sites. The proposed route does not directly impact on any of these sites with the exception of the proposed crossing of the Grand Canal at Grand Canal Dock – an existing crossing is already in place at this location. Mitigation and control measures will be adopted to ensure avoidance of impacts at this site.

4.7.3.7 European Sites

The following are a list of European sites in proximity to the proposed development:

- Glenasmole Valley SAC (Site code: 001209)
- South Dublin Bay SAC (Site code: 000210)
- South Dublin Bay and River Tolka Estuary SPA (Site code: 004024)

A Screening for Appropriate Assessment has been carried out for the proposed Dodder Greenway and following a detailed analysis of the Project and the potential relationships with Natura 2000 Sites within the likely zone of impact, it was objectively concluded that there will be no likely significant effects on any Natura 2000 site(s) either alone or in-combination with other plans or projects.

4.7.3.8 Environmental Quality Standards

There are no known areas in which the environmental quality standards shall be exceeded.

4.7.3.9 Densely Populated Areas

The proposed route passes through some urbanised areas which are densely populated. It is anticipated that the proposed development will have a positive impact on these adjoining areas due to the high amenity value of the Greenway. There may be temporary local impacts in these areas relating to noise and traffic management impacts during the construction phase, however these impacts will be temporary and limited. In addition portions of existing walking routes may be temporarily closed and diverted while works take place causing inconvenience for users –

again this will be a localised and temporary impact. During the operational phase, adjoining densely populated areas are expected to benefit from an enhanced parkland setting, a coherent wildlife corridor where possible and an improved environmental conditions as a result of the improved leisure facilities. Densely populated areas may also benefit from a decrease in vehicular traffic with modal shift to cycling or walking.

4.7.3.10 Landscapes and Sites of Historical, Cultural or Archaeological Significance

The route of the proposed Dodder Greenway is rich in archaeological, architectural and cultural heritage features. The proposed route predominately passes along existing pathways and will therefore have negligible impact on any existing archaeological, architectural and cultural heritage features. In a number of areas the proposed development will enhance existing features particularly by providing users of the Greenway with access to features of interest both visually along the route and by providing a Greenway linkage to features within the vicinity of the proposed Greenway.

The cultural heritage of the River Dodder is heavily influenced by industrial activities which developed around the river. The use of the river for mechanical power was prevalent with historical mill ponds and mill races marked on historic maps and many weirs surviving on the river to date. Evidence of this previous industrial activity exists along the river corridor and highlights the rich heritage of the area. The provision of the Greenway route will increase accessibility to these features – see Plate 4.2 below for examples of such features. Cultural heritage features which will become accessible along the Greenway include weirs built on the river channel, sluices on tributaries and watermills and mill ponds. The proposed development will provide access to areas which were previously inaccessible to visitors providing an opportunity for the public to appreciate and observe their historical and cultural significance.

Plate 4.2: View of remnants of a sluice at Milltown (left) and the weir at Dartry Park East (right)

The river itself has been identified as being rich in archaeological significance due to settlement activities tending to occur adjacent to watercourses. Given that the proposed development involves the provision of a 3 – 5m wide Greenway which is predominantly along existing paved areas, it is not anticipated that the scheme will impact on any archaeological feature. Access will be provided to archaeological features located along or adjacent to the scheme through the proposed Greenway. An example of such an archaeological feature is Rathfarnham Castle – see Plate 4.3 below. The castle is located in Rathfarnham Village and the proposed Dodder Greenway passes within close proximity along Springfield Avenue.

Plate 4.3: Rathfarnham Castle is located within easy access of the proposed Greenway route

The proposed Greenway will involve the construction of a number of Greenway bridges which have the potential to impact on existing bridges which are of architectural importance. The relationship between new and existing structures, particularly those of heritage and/or conservation merit (such as Ringsend Bridge) will require careful detailed design to ensure the visual impact is either neutral or positive on the existing structures. The preference generally from a conservation perspective is to locate new structures sufficiently away from existing bridges to avoid visual conflict/clutter and to be perceived independently. Careful design of the final finish of the new structure can serve to enhance the existing and limit the visual intrusion adjacent to existing structures of architectural merit and close consultation will be undertaken with the DCC Conservation Architect. Consideration has been given to these issues during the preliminary design process and the proposed Greenway has achieved a balance between new independent structures and structures cantilevered off existing bridges. During the detailed design stage, consultation with the relevant conservation and heritage departments of Dublin City Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council will ensure that the final design is sympathetic to existing structures and thus limit any potential impact.

The proposed Greenway route passes through the Riverside Cottages Architectural Conservation Area (ACA) in South Dublin County Council. The Architectural Conservation Area (ACA) extends to incorporate a green area as far as the River Dodder located in front of a semi-circle arrangement of twenty semi-detached bungalow cottages – see Plate 4.4 below. At this location a new Greenway is proposed mainly as a shared street arrangement with a new paved surface through a small portion of the existing green space leading to a new footbridge across the River Dodder. The proposals through this Architectural Conservation Area (ACA) are minimal and it is not anticipated that there will be any negative impact on the historic character or visual amenity of the area.

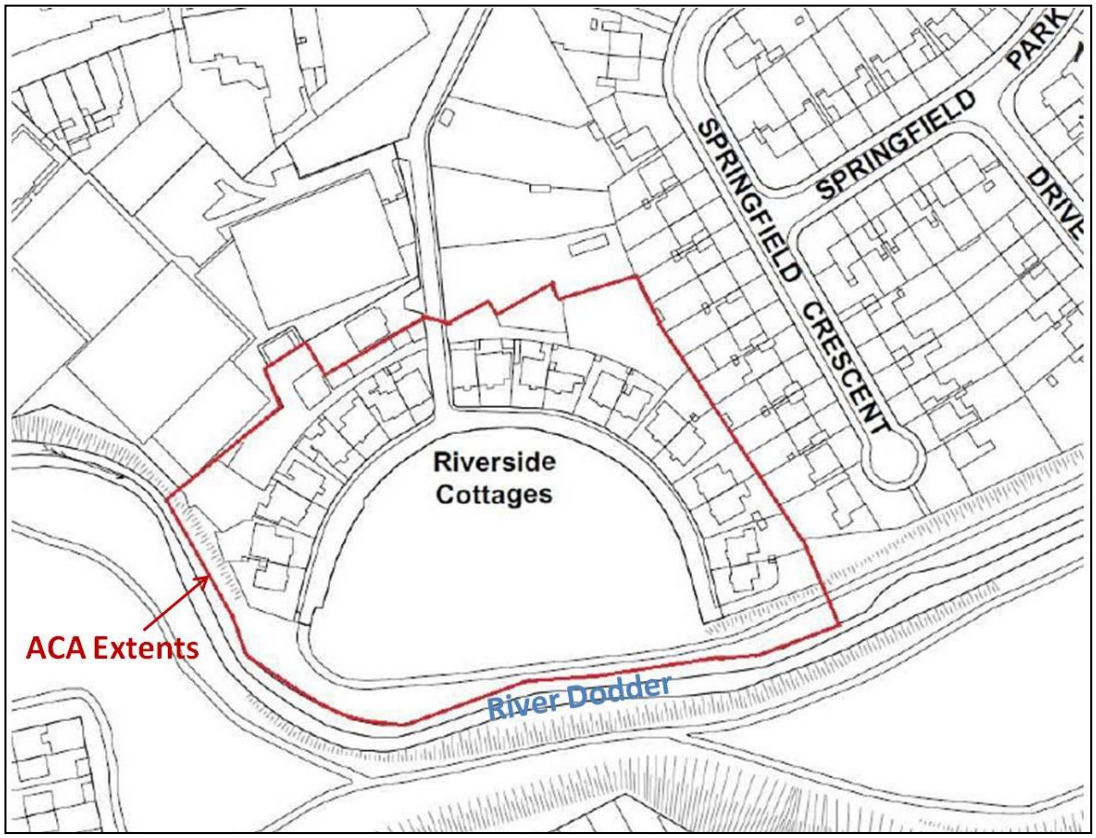

Plate 4.4: Riverside Cottages Architectural Conservation Area (ACA) Extents

The Belmont Avenue Architectural Conservation Area incorporates buildings to either side of Belmont Avenue and Mount Eden Road. The proposed Dodder Greenway Route Passes within c.300m along Brookvale Road however there will be no impacts on the historic character or visual amenity of this Architectural Conservation Area.

4.7.3.11 Designated Focal Points / Views

There are no specific protected views or focal points listed along the proposed development route, however all three local authority area development plans highlight the importance to preserve views and the character and nature of the existing landscape. The South Dublin County Council County Development Plan 2016 – 2022 lists Kippure Mountain as a protected prospect and the western end of the proposed Greenway is located adjacent. Given that footpaths are already in place at this location

and no new bridges are proposed, there will be no impact on this protected view.

Given the nature of the proposed development, it is anticipated that there will be minimal impacts on the existing landscape as a result of the scheme. The proposed route design has been visually integrated into the existing landscape through careful design and landscape planting as much as possible. The proposed Greenway will not detract from existing views along the river particularly given that many of the proposed pathways are already in place and will only be widened as part of this development. In addition the detailed design of the proposed new bridges will be developed in close consultation with the Conservation Architects departments of South Dublin County Council and Dublin City Council in order to ensure minimal visual impacts.

4.8 Characteristics of the Potential Impact

4.8.1 Extent of the Impact

The proposed Greenway is approximately 17km in length from the entrance to the Bohernabreena Reservoirs to Grand Canal Dock and varies in width to a maximum of 5m. The footprint of the proposed development may be larger in some areas to include for earthworks to accommodate bridges and structures at crossings and locally in some areas to provide landscape planting and biodiversity measures.

Given the scale and nature of the works, which are located predominately in public parks, the extent of impacts will be limited.

4.8.2 Transfrontier Nature of the Impact

There are no transfrontier impacts associated with the Project.

4.8.3 Magnitude and Complexity of the Impact

Population and Human Health: During construction, there is likely to be minor temporary negative impacts due to noise, dust, visual and traffic impacts to Population and Human Health. These impacts will be short term in nature and are not considered to be significant. Community severance and land and property acquisition will be minimal or absent as the project is almost entirely along public lands. The proposed new bridges will have the additional benefits of improving connectivity along the Dodder corridor. Access to existing roads will be maintained to the public. There will be temporary impacts on the current users of the Dodder during the construction phase however it is envisaged that short sections will be affected at any single time and that appropriate signage to alternative routes will mitigate impacts for users.

Biodiversity: The Transport Infrastructure Ireland (TII) Environmental Assessment and Construction Guidelines (EACG) and the Inland Fisheries Ireland (IFI) Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters (2016) will be followed to avoid and minimise impacts where possible and specific mitigation measures will be adhered to during the construction of the proposed Greenway. The wealth of available

ecological survey information has informed the design of the proposed Greenway from avoidance certain areas to minimising the width of the proposed Greenway through sensitive locations to devising mitigation measures and habitat enhancements to informing the lighting design to be used on the scheme. A detailed Ecological Impact Assessment (EcIA) has been undertaken for the proposed Greenway which will contain mitigation all necessary controls and ecological enhancement measures. These will be developed in consultation with the relevant Parks Departments, IFI and the NPWS to maintain and enhance biodiversity along the Dodder corridor. In a small number of locations more than one route option is still under consideration including adjacent to the Smurfit site in Clonskeagh. For the purposes of this assessment all options including the worst case option have been assessed to ensure that the worst case potential environmental effects have been considered. A cantilevered bridge solution has been proposed to minimise the habitat removal at this location and disturbance with only discrete interventions required.

The contractor will be required to prepare a Construction Environmental Management Plan (CEMP) to the satisfaction of the Client and ensure compliance with TII and IFI construction guidelines.

Land and Soils: Small amounts of natural material, construction and general waste will be generated during works. However, given the scale and size of the project, this is not considered to be significant. Any waste produced as part of the project will be dealt with in a sustainable manner and in accordance with all relevant environmental guidance and policy documents and the Contractors approved Construction and Demolition Waste Management Plan. The production of any waste associated with the development will not cause unusual, significant or adverse effects of a type that would, singly or in combination, require an Environmental Impact Assessment.

Water: Effects to surface water quality in the River Dodder and groundwater quality in the underlying aquifer will be minimal. Best practice construction management will be applied in accordance with TII and IFI guidelines and mitigation measures will be adhered to in order to avoid impacts on water quality in the River Dodder.

Air and Climate: No significant impact is anticipated to air and climate as there will no vehicular traffic on the Project. It is also not considered that climate change will have a significant effect on the proposed Greenway.

Noise and Vibration: During the construction there will be temporary disruption to existing traffic and to local property owners and users of the existing paths. However, this will be minimised and will be subject to a Traffic Management Plan that will be prepared by the contractor for agreement with the Local Authorities. The contractor will be required to comply with the noise and vibration levels as stipulated in the TII/NRA document *Guidelines for the Treatment of Noise and Vibration in National Road Schemes* (NRA, 2004).

There will be no increase in noise or vibration emissions during the operational phase of the proposed Greenway. There will be some minor increased emissions during the construction stage which will be subject to the normal controls; these emissions will, however, be temporary in nature.

Landscape & Visual Analysis: The proposed Greenway generally follows the route of existing paths or roads with 86% of the route within South Dublin being utilisation and improvement of existing infrastructure with only 14% being new route to be constructed. The project will essentially be an improvement to a largely existing route and will not entail an appreciable adverse impact on the Dodder Valley landscape. The proposed Greenway will not detract from the existing views of the river or views to or from any natural and built heritage features present. The landscape planting design has the potential to create a positive landscape and visual impact through the provision improvement of the degraded sections of the corridor and of additional views and interpretation of the river corridor and its natural and designed heritage.

There are no specific listed scenic views along the proposed route, however the route contains numerous scenic views along the Dodder corridor over the Dodder corridor from high ground at Kiltipper Park. The biggest change in landscape terms will be the introduction of a number of bridges along the route and whilst these will have the effect of braking views along the corridor they will also create new viewing points along the corridor.

During the construction stage, it is inevitable that the temporary presence of plant and machinery along the river corridor will detract from certain views and amenity. However this is considered to be only a slight temporary impact which is easily offset by the benefits accrued at the operational stage.

Overall it is considered that any adverse effects on the landscape will be offset by the sensitive design, the minimal new construction and the enhanced landscape planting and the introduction of improved views along the corridor.

Archaeology, Architecture and Cultural Heritage: There is no significant risk of negative impacts on archaeological, architectural and cultural heritage as the majority of works will be minor in nature and focussed on existing paths. Increased access for pedestrians and cyclists along the Dodder corridor will provide an opportunity for a positive effect on the area due to increased access for the general public to site and features of importance.

Land and Material Assets: No significant land/material asset impacts are anticipated as there will be no acquisition of land or significant impact on businesses or property due to the Project. Community severance and land and property acquisition will be minimal or absent as the project is almost entirely along public lands. The proposed new bridges will have the additional benefits of improving connectivity along the Dodder corridor. Access to existing roads will be maintained to the public.

Interactions: No significant impacts on the surrounding environment have been identified from the interactions between the above environmental factors.

Overall: It is anticipated that with the adoption of best practice construction management techniques, sensitive detailed design of the proposed bridges and continued consultation with the National Parks and Wildlife Service, Inland Fisheries Ireland and other key stakeholders there will be no likely significant effects on the receiving environment or neighbouring areas of environmental significance.

4.8.4 Probability of the Impact

The TII EACG and IFI Construction guidelines along with any specific mitigation measures identified in the Ecological Impact Assessment and Planning Report will be adhered to during the development of the Project in order to reduce the probability of impacts on the surrounding natural environment.

The probability of any environmental impacts is negligible. The magnitude of any impact is considered minor and temporary in nature. There is no long-term adverse environmental impact.

4.8.5 Duration, Frequency and Reversibility of the Impact

The majority of the impacts are associated with the construction phase and are temporary in nature. The loss of habitat is the only exception to this. However, loss of habitat has been minimised through routing of the proposed Greenway to avoid sensitive locations where possible and reduction in the width of the Greenway at the remaining sensitive locations whilst additional landscaping and ecological enhancements will also be proposed as part of the development.

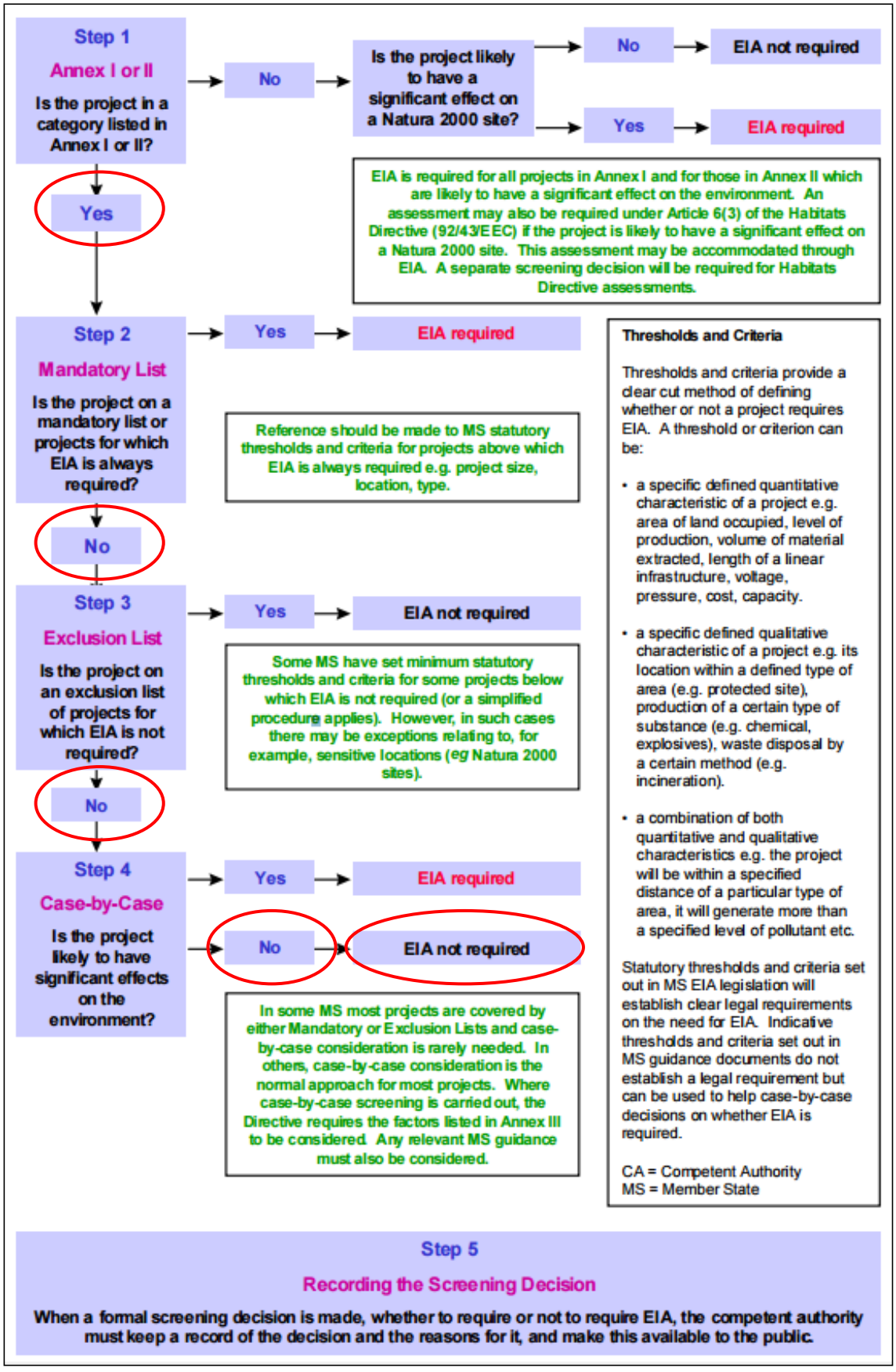

Plate 4.5: EIA Screening Process

5. CONCLUSION

Through this Screening process, it is concluded that the proposed Dodder Greenway does not exceed any of the thresholds that trigger the mandatory requirement for Environmental Impact Assessment. As the proposed development is sub-threshold, it has, therefore, been assessed on a case-by-case basis in accordance with the Criteria for Determining Whether or Not a Development Would or Would Not be Likely to have Significant Effects on the Environment as outlined within Annex III of the EIA Directive 2014/52/EU.

Having regard to Annex III of the EIA Directive 2014/52/EU and the guidance contained in the Department's *Environmental Impact Assessment Guidance for Consent Authorities regarding Sub-Threshold Development* (2003), and in particular: -

- The size and design of the whole project;
- Cumulation with other existing and/or approved projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisances;
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risks to human health (for example due to water contamination or air pollution).

It is considered that the environmental effects arising from the project will generally be localised, minor in nature and occur principally during the construction phase.

Recommendation to South Dublin County Council and Dublin City Council

Based on the information gathered during this study, Roughan & O'Donovan recommends that South Dublin County Council and Dublin City Council determine that the proposed Dodder Greenway development would not be likely to have significant effects on the environment and that the project does not require an Environmental Impact Assessment.

Due to the sensitivity of the River Dodder as an ecological corridor, an Ecological Impact Assessment (EcIA) for the entire Greenway will be completed and submitted alongside Part 8 planning applications submitted to the relevant Local Authority.

Formal Determination by South Dublin County Council and Dublin City Council

In accordance with Section 2 of '*Environmental Impact Assessment of National Road Schemes – A Practical Guide*' (TII, 2008) which outlines the process for sub-threshold schemes, the findings of this screening process shall be referred to the Local Authority to determine whether an Environmental Impact Assessment Report (EIAR) is required for the development.

APPENDIX A

EIA Screening Checklist

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc)?	**Yes.** The proposed Greenway utilises existing footpaths along the majority of the Greenway with widening works generally proposed. A number of bridges are proposed over the River Dodder.	**No.** With the exception of proposed new bridges the landscape will remain largely as per existing. The introduction of lighting will cause changes to some sections of the Greenway however bat friendly lighting is proposed which will limit these effects. Habitat enhancement and landscape planting will be incorporated sensitively to enhance the Dodder corridor.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	**Yes.** Concrete, steel, hardcore (stone) and bituminous material will be required.	**No.** Relatively small amounts of material will be required for the widening/construction of the footpath/cycletrack however excavations will be limited. The bridge structures will require the importation of materials such as concrete and steel but these are relatively simple structures and the amounts of material which will be developed at Detailed Design stage are not considered to be significant.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	**Yes.** Concrete, bitumen, oils, etc will be used during construction.	**No.** Best practice construction management techniques and guidance will be followed during the construction of the proposed Greenway. The quantity of materials required is limited.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	**Yes.** Soil and hard material (existing pavements and concrete) may be removed to facilitate construction in some locations.	**No.** The quantity of solid waste which will be produced will be small given the scale of the proposed works.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	**Yes.** The construction phase will produce limited air pollutants.	**No.** Construction related activities and construction traffic levels are not anticipated to create air pollution that will exceed permitted thresholds. Best practice construction management techniques and guidance will be followed during the construction of the proposed Greenway.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	**Yes.** The construction phase will create limited noise and vibration. The operational phase will increase lighting in some areas, however as the Greenway will not be used by motorised vehicles except for limited day time use by maintenance vehicles, this will be a bat friendly design.	**No.** The construction works proposed are limited and therefore traffic levels are not anticipated to create noise and vibration levels that will exceed permitted thresholds. Bat friendly lighting will ensure not impacts on commuting and foraging routes. During the operational phase the bat friendly lighting will provide a safer amenity for users.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	**Yes.** The construction phases will have risk of pollutants entering surface and groundwaters however the operational phase will not.	**No.** The proposed Greenway development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	**Yes.** The construction phase will have a risk of accidents leading to pollutants entering surface and groundwaters.	**No.** The proposed Greenway development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	**Yes.** It is anticipated that the project will increase local employment and promote a healthier lifestyle.	**No.**
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality	**No.**	**No.** There is potential for additional cycle / leisure related businesses however any future applications will be required to be compliant with the relevant planning standards and policies.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	**Yes.** There is one European Site beyond the southern terminus of the Greenway through which the Dublin Mountain way currently passes and there are a number of designated sites in Dublin Bay, beyond the northern terminus of the proposed Greenway. The southern section of the proposed route is within the Dodder Valley pNHA. The resting/roosting sites of protected species are also protected and these have been identified and avoided where possible. The proposed route is located within an Architectural Conservation Area (ACA) in Tempelogue and is adjacent to another ACA at Donnybrook.	**No.** A Screening for Appropriate Assessment has been carried out and following a detailed analysis of the Project and the potential relationships with Natura 2000 Sites within the likely zone of impact, it was objectively concluded that there will be no likely significant effects on any Natura 2000 site(s) either alone or in-combination with other plans or projects. A detailed Ecological Impact Assessment has been undertaken which identified potential effects of the scheme on ecology and proposed mitigation measures and habitat enhancement measures. The Riverside Cottages Architectural Conservation Area (ACA) extends to incorporate a green area as far as the River Dodder located in front of a semi-circle arrangement of twenty semi-detached bungalow cottages. At this location a new Greenway is proposed mainly as a shared street arrangement with a new paved surface through a small portion of the existing green space leading to a new footbridge across the River Dodder. The proposals through this ACA extents are therefore minimal and will have not have a negative impact on the historic character or visual amenity of the area. The Belmont Avenue ACA incorporates buildings to either side of Belmont Avenue and Mount Eden Road. The proposed Dodder Greenway Route Passes within c.300m along Brookvale Road however there will be no impacts on the historic character or visual amenity of this ACA.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	**Yes.** The River Dodder itself is considered an important feeding and commuting pathway for protected mammals such as bats and otters and as a habitat for protected Flora and Fauna. Adjacent sites such as the riparian area adjacent to the Smurfit site, Scully's Field and Riverside Walk have been identified as being ecologically sensitive. A full Invasive Alien Plant Species (IAPS) survey was undertaken which identified presence throughout the corridor.	**No.** Detailed field surveys have been carried out to map and locate all sensitive features and the design has been developed to avoid these sites through realignment where feasible. Where these areas cannot be avoided, sensitive design through a combination of cantilevered boardwalks and reducing the width of the path will ensure there are no significant impacts. An IAPS Management Plan has been prepared for the treatment of IAPS within and immediately adjacent to the works. The contractor will be required to prepare a Construction Environmental Management Plan (CEMP) to the satisfaction of the Client and ensure compliance with TII and IFI construction guidelines.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	**Yes** The habitats within the corridor are suitable for use by species such as bats, badgers, otters, kingfisher and other bird species.	**No.** Interventions at locations of sensitive sites (i.e. otter breeding areas and kingfisher nesting sites) will be minimised. The nature of the proposed Greenway development generally requires widening works to existing footpaths which limits the extent of works being carried out. The proposed bridges have potential to create disturbance during construction however the Contractor will be required to undertake works in accordance with best practice guidelines (TII/NRA and IFI) which will afford protection to the surrounding environment. Detailed bat, otter, badger, kingfisher and habitat surveys have been undertaken and will be presented in the Ecological Impact Assessment which will accompany any future planning application. No likely significant effects have been identified.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	**Yes** The proposed project runs adjacent to the River Dodder, the Grand Canal at Grand Canal Dock and the Owendoher River at Springfield Avenue.	**No.** The nature of the proposed Greenway development generally requires widening works to existing footpaths which limits the extent of works carried out. The proposed Greenway development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	**Yes.** The Greenway is largely along existing footpaths. The introduction of new bridge structures will alter the landscape particularly in certain parkland areas.	**No.** The proposed bridge locations have been carefully sited to minimise potential visual impacts and the designs have been selected to be sympathetic with the receiving environment. The detailed design of the bridges will be developed to fit with the receiving environment in consultation with the relevant Parks Department and Conservation Departments.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	**Yes.** The project will increase access to recreational facilities, particularly for pedestrians and cyclists. It will also connect a number of existing walking and cycling routes.	**No.**
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	**Yes.** In the urban areas of the proposed Greenway, many of the adjacent roads are subject to congestion. It is considered that the proposed development may reduce congestion to some extent through the improved cycle and pedestrian facilities encouraging a modal shift.	**No.**
18. Is the project in a location where it is likely to be highly visible to many people?	**Yes.**	**No.** The proposed bridge locations have been minimised and have been selected to be sympathetic with the receiving environment. The detailed design will be developed to fit with the receiving environment in consultation with the relevant Parks Department and Conservation Departments.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	**Yes.** The entire Dodder corridor is considered to be a sensitive archaeological, architectural and cultural heritage resource. There are numerous features of interest located along or adjacent to the proposed route.	**No.** The proposed Greenway route has been designed to limit potential impacts on any of these features. The development would improve accessibility to this amenity and has the potential to provide significant benefits to potential users of the Greenway.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	**No.** The project largely consists of widening of existing paths within parks and use of sections of public road.	**No.** The route of the proposed Greenway has been selected carefully to minimise incursion into undeveloped land, most particularly in the less populated upstream areas where only 14% of the overall (SDCC) route will ne new construction in undeveloped lands.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	**Yes** The project will involve widening of existing footpaths through public parks, the existing road network and some urban areas.	**No.** The proposed development will generally follow existing footpaths with a number of new bridges providing greater connectivity along the Dodder corridor.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	**No.**	**No.**
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	**Yes.** The project will involve widening of existing footpaths through residential areas.	**No.** The proposed development will generally follow existing footpaths.

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	**Yes.** The proposed route passes in close proximity to numerous sensitive land uses including: St. Patrick's Church Ringsend, Marian College Secondary School, Merion Cricket Club, Bective Rangers Football Club, Old Wesley Rugby Club, Church of the Sacred Heart Donnybrook, Minerva Montessori Milltown, Solas Medical Centre Rathfarnaham, Bolbrook Community Centre and Kiltipper Woods Medical Centre.	**No.** The nature of the proposed Greenway development generally requires widening works to existing footpaths which limits the extent of works carried out. The proposed works would be largely limited to parks, roads and existing paths/tracks and will have minimal impact on any of these sensitive land uses. A small portion of land may be required from Marian College Secondary School to facilitate the new underpass at the east coast railway line (Landsdowne Road), however this will be subject to agreement at detailed design stage. The proposed Greenway will provide improved access for pedestrians and cyclists to such facilities.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	**Yes.** The River Dodder is crossed a number of times by proposed bridges and cantilevered structures on the Greenway. The Dodder River is a sensitive salmonid watercourse.	**No.** The proposed bridge locations have been limited and have been selected to be sympathetic with the receiving environment. Clear span structures are proposed which removes the need for in-stream works. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	**No.**	**No.**

Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	**Yes.** The Lower River Dodder is known to flood historically and a number of flood alleviation projects have been developed with works continuing up to the Lower Smurfit Weir.	**No.** The proposed development will have a neutral effect on flooding with only limited increases in hardstanding areas. Runoff will generally discharge through infiltration to grassed verges or swales.

APPENDIX B

Drawings

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Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Údarás Náisiúnta Iompair National Transport Authority

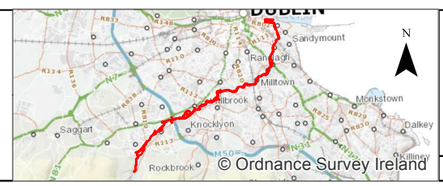
Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Comhairle Contae Átha Cliath Theas South Dublin County Council

dlr Comhairle Contae County Council

LEGEND

Proposed Dodder Greenway



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Project Title	DODDER GREENWAY
Drawing Title	LOCATION OF PROJECT

Designed:	POS	Checked:	RWP	Approved:	BC	Status:	EIA Screening

Date:	June 2017	Job No:	14.223	Drawing No:	Rev:
Scale:	1:60,000 @ A3	Drawn:	MM	Figure 1	

Document Path: J:\2014\14223\ArcGIS\Mxd Files\EIA Screening\14223 - Figure 1 - Location of the project.mxd

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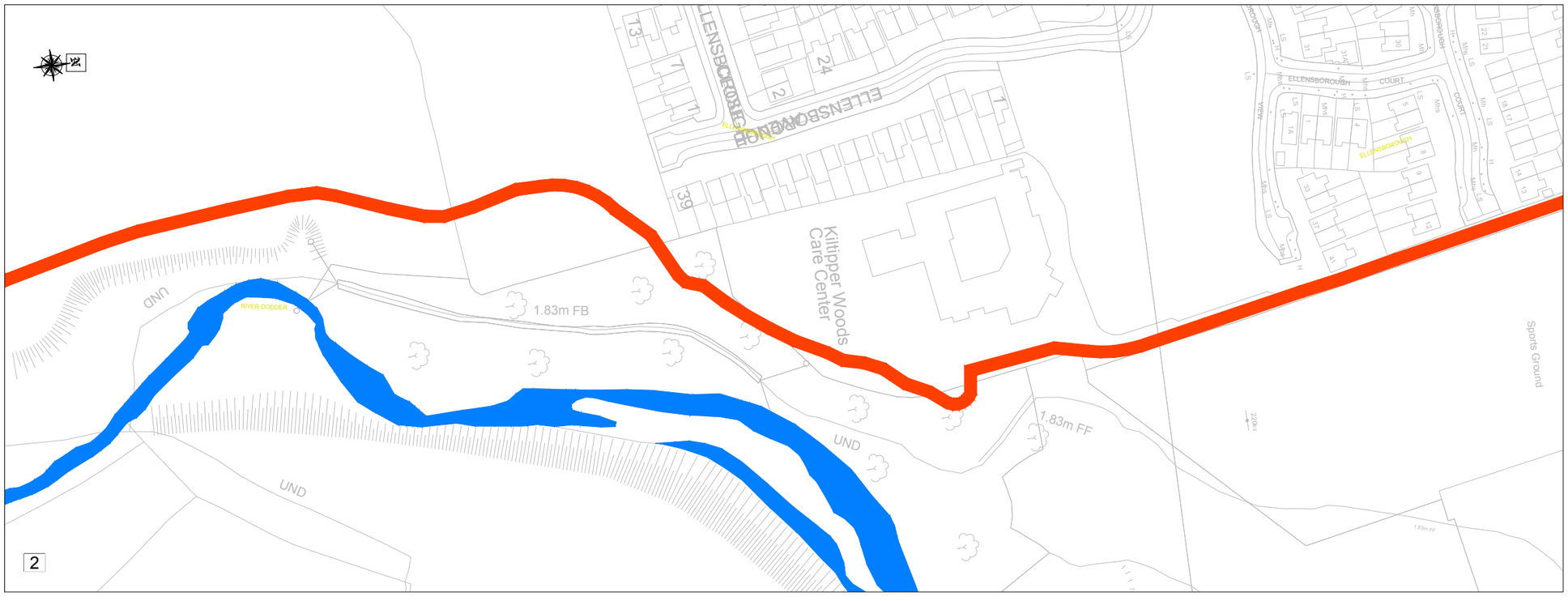
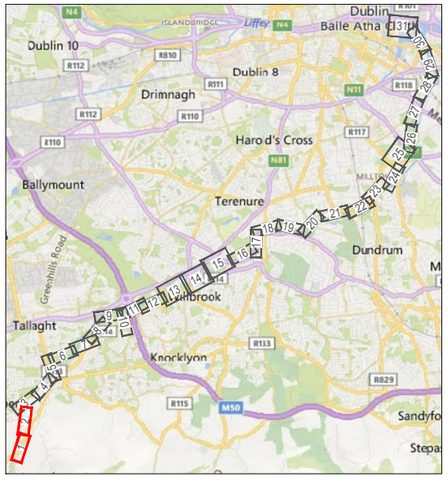


LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 1 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 2	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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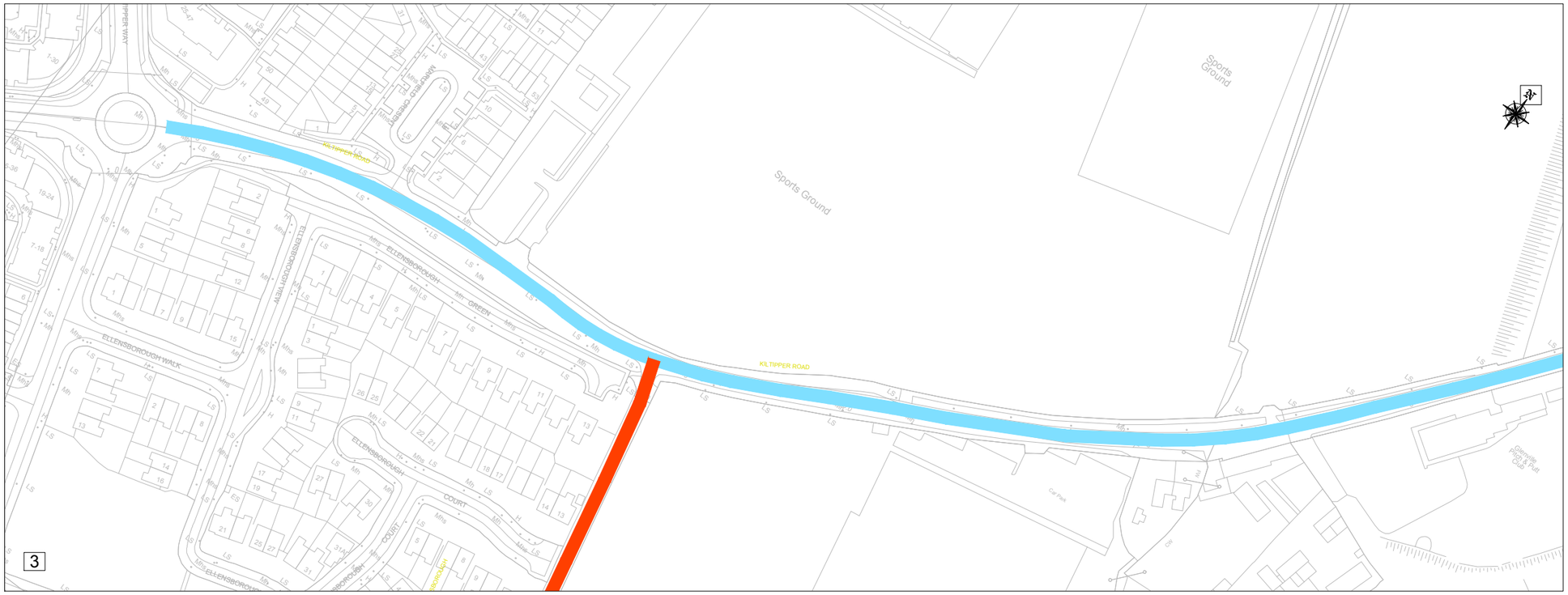

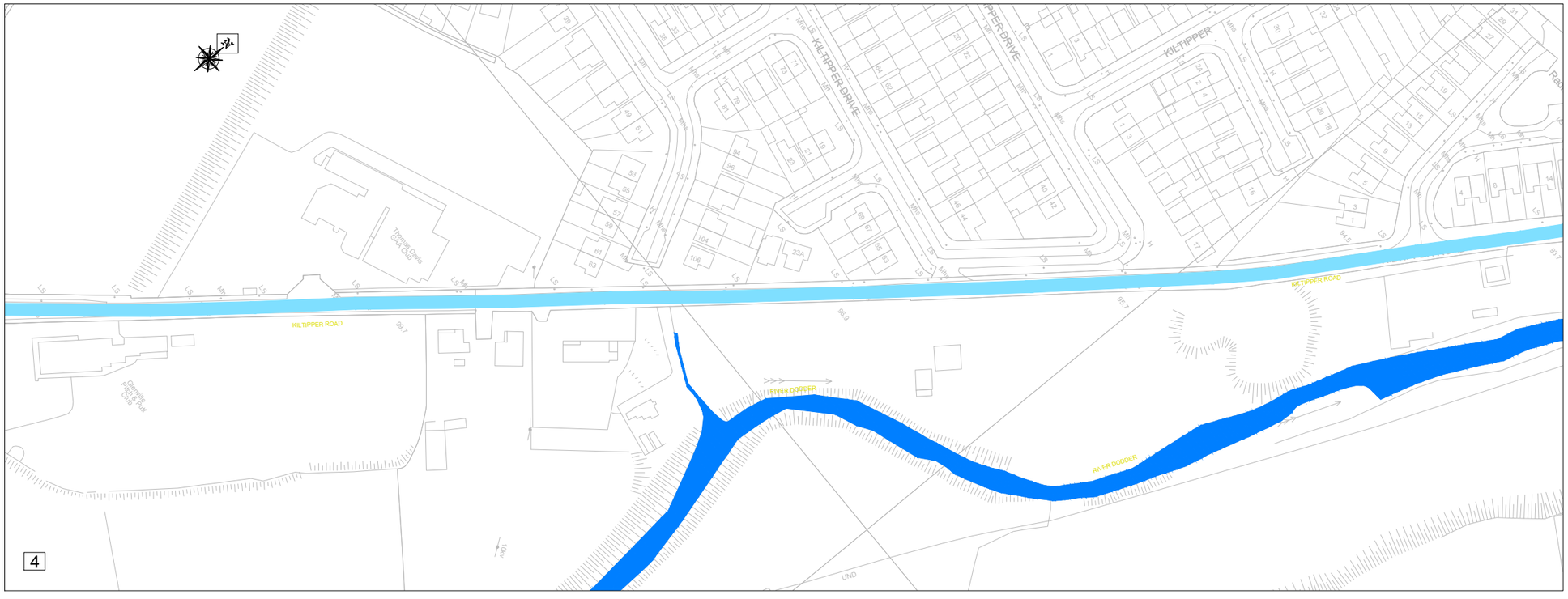

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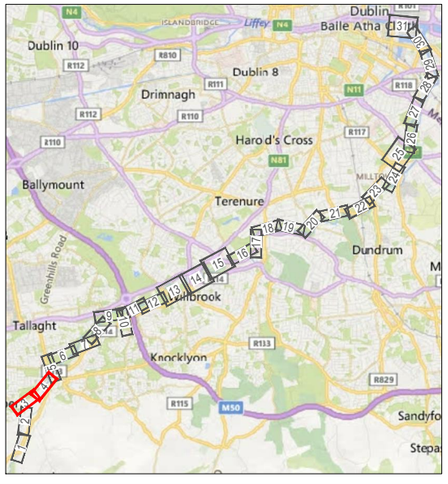

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0 50 100 m

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SHEET 2 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 3	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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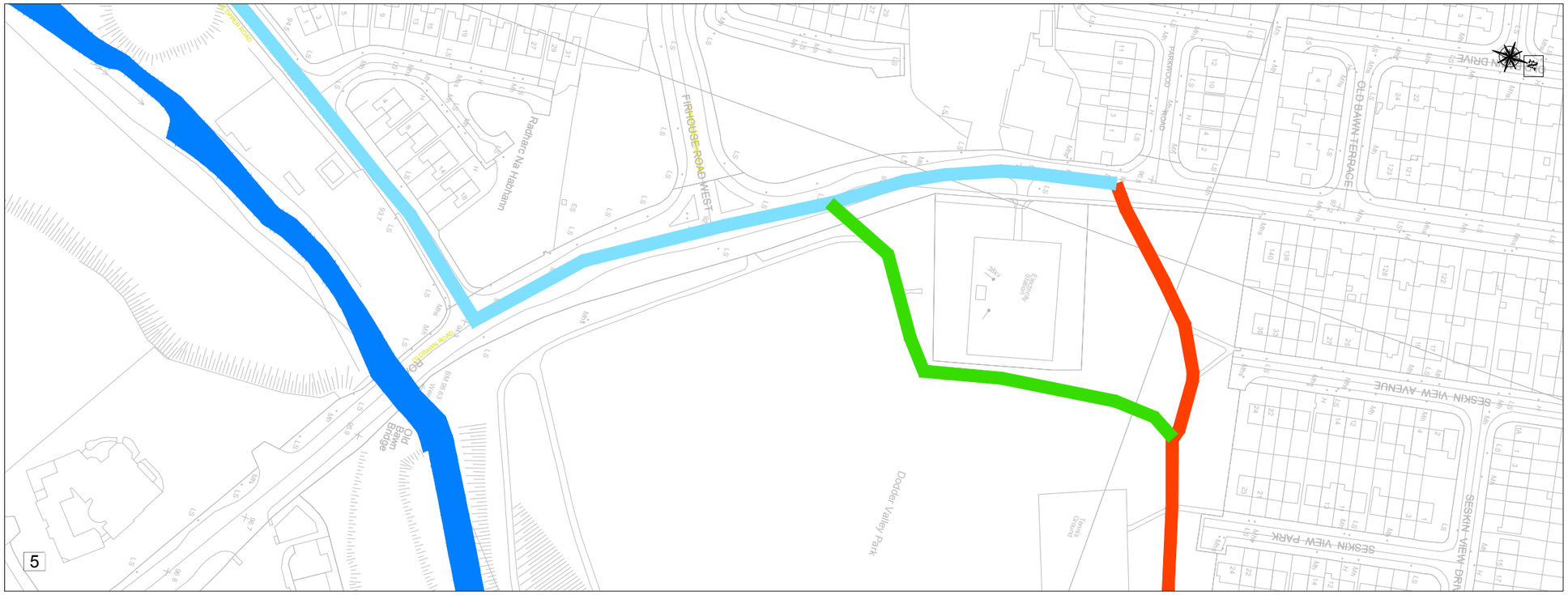

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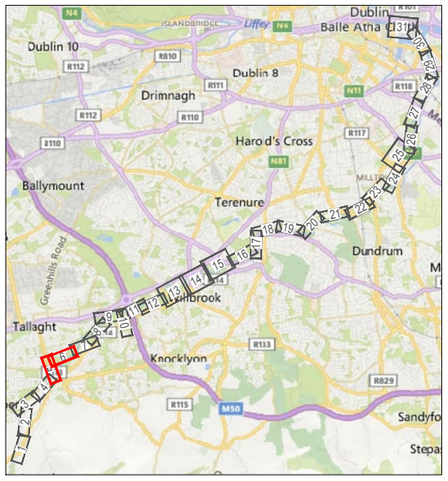

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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 3 OF 18

Date: April 2017 | Job No: 14.223 | Drawing No: Figure 4 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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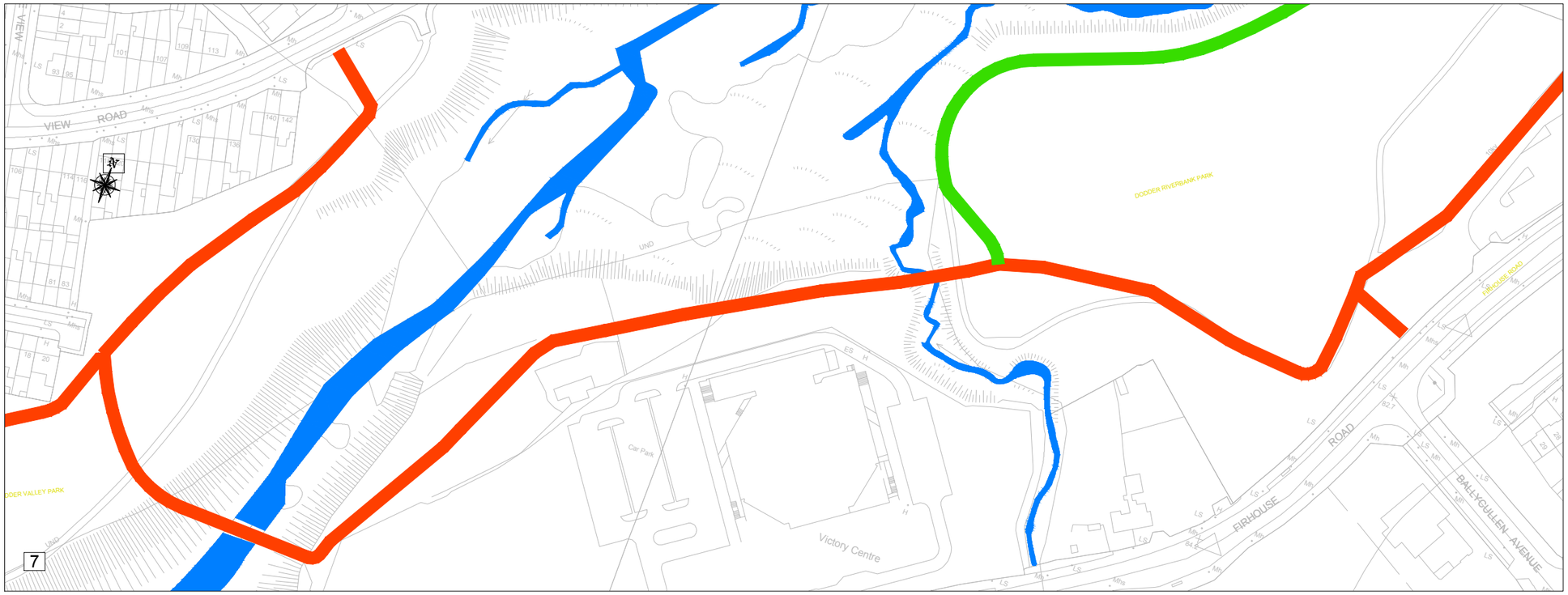

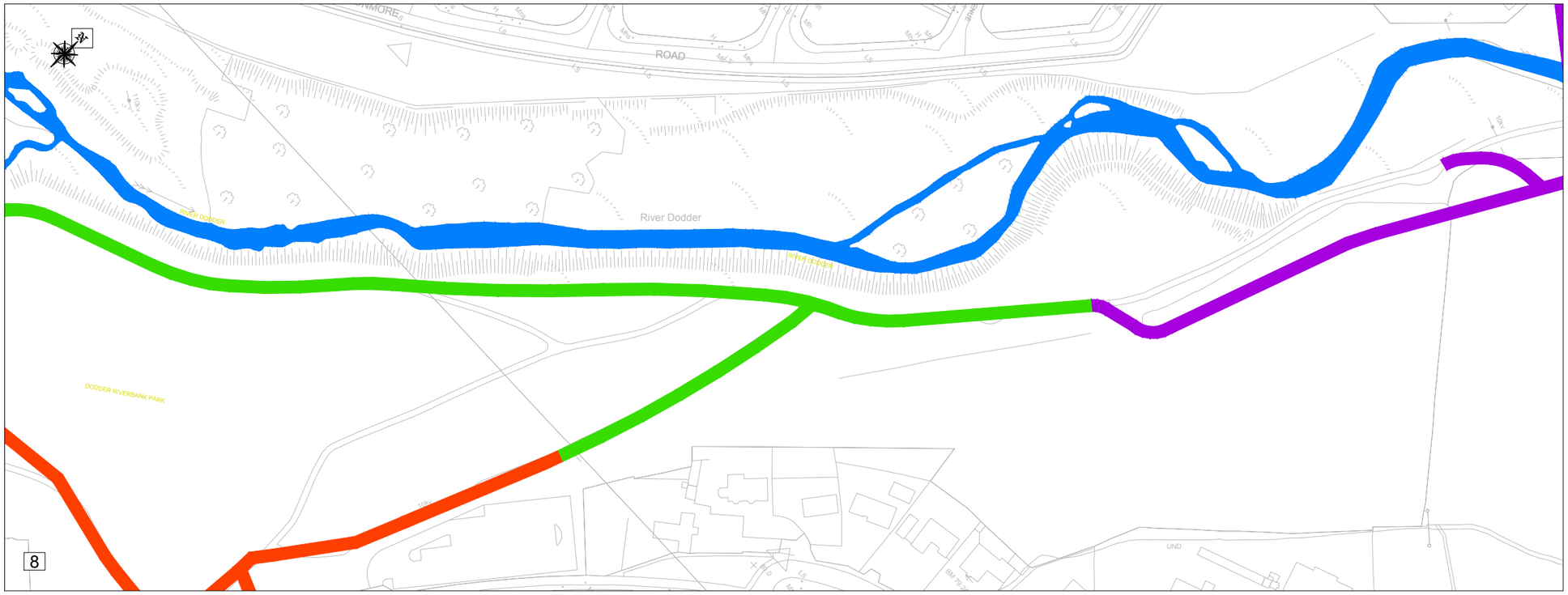

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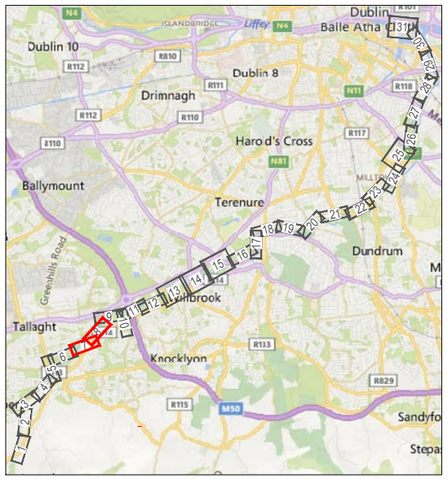

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SHEET 4 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 5	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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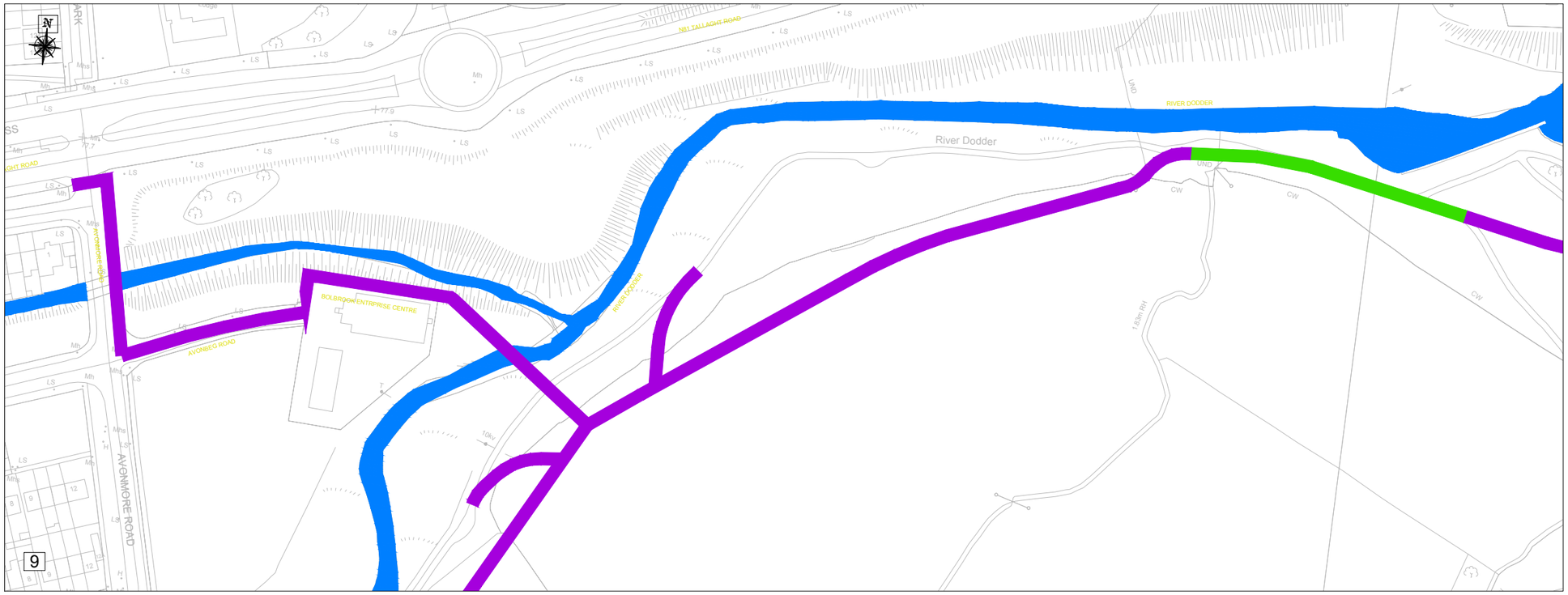

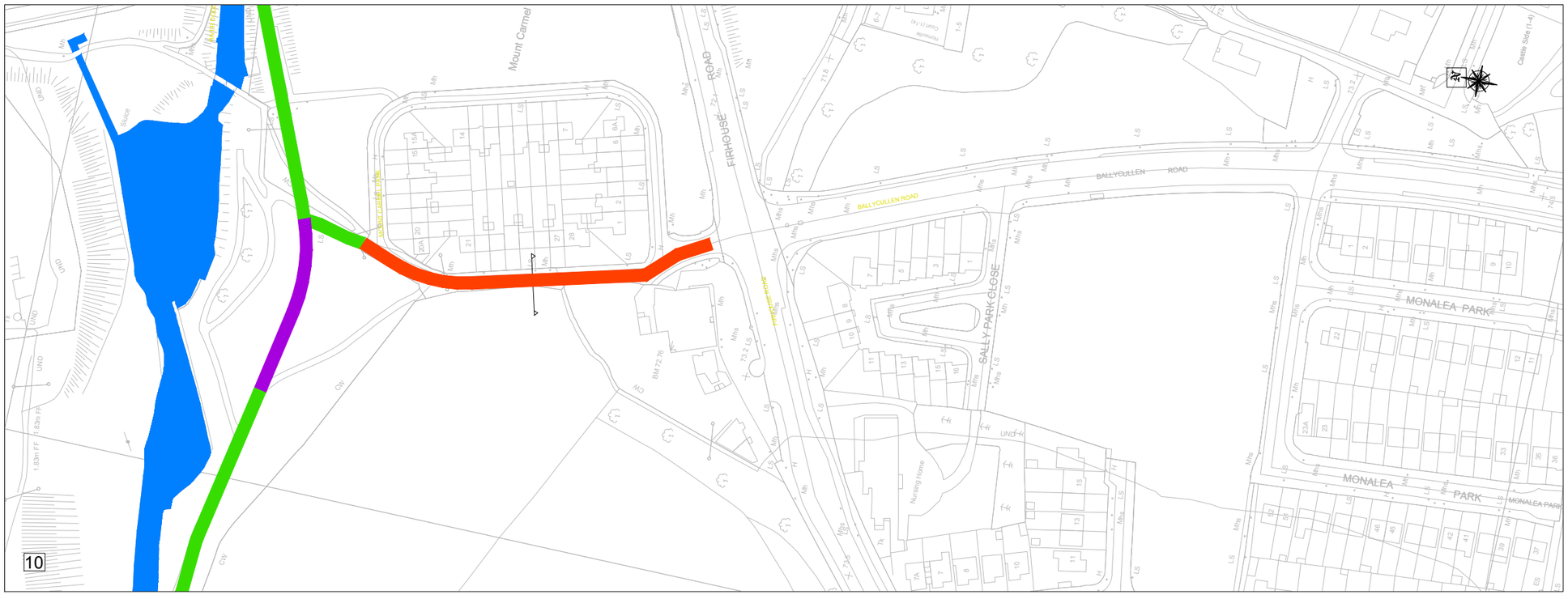

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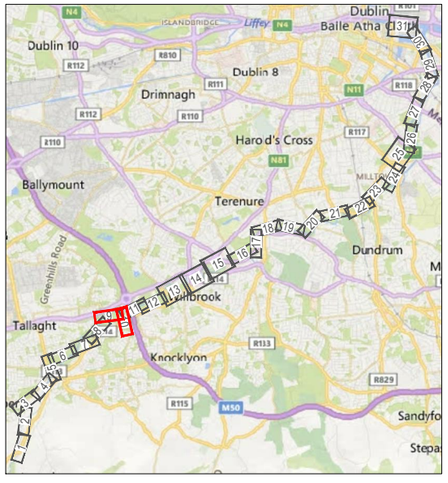

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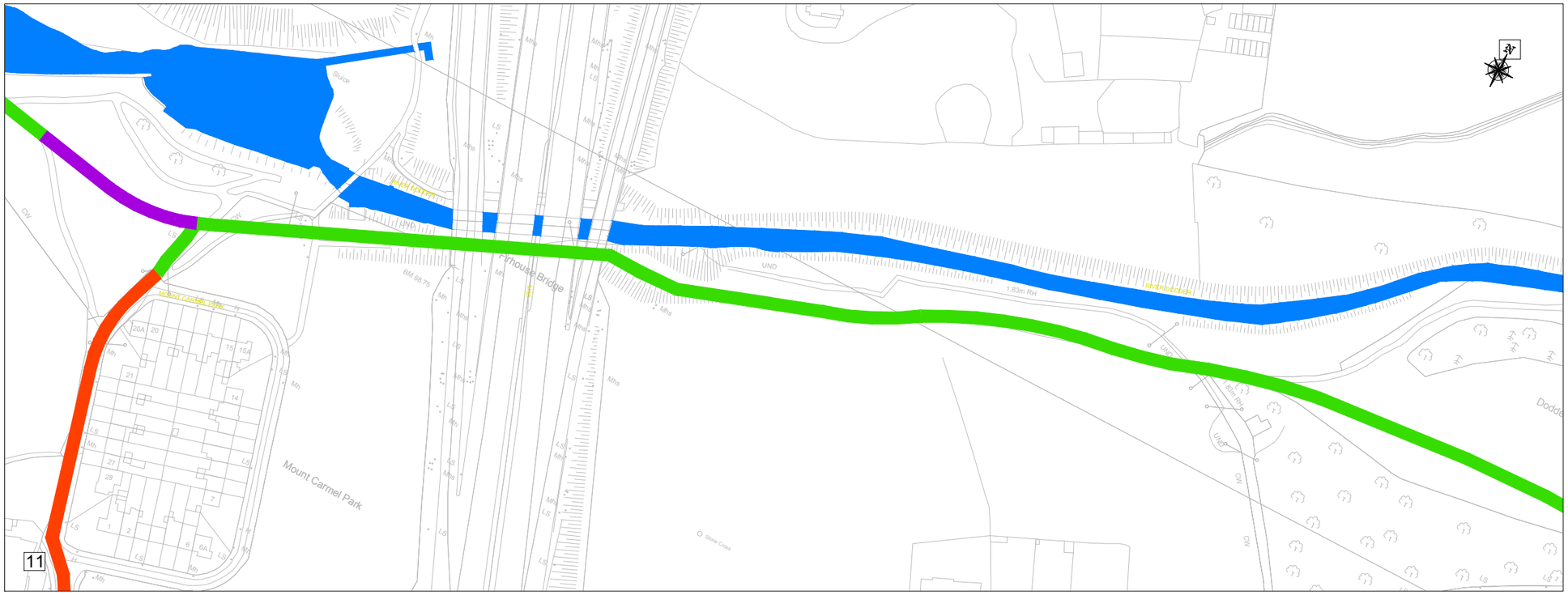
SHEET 5 OF 18

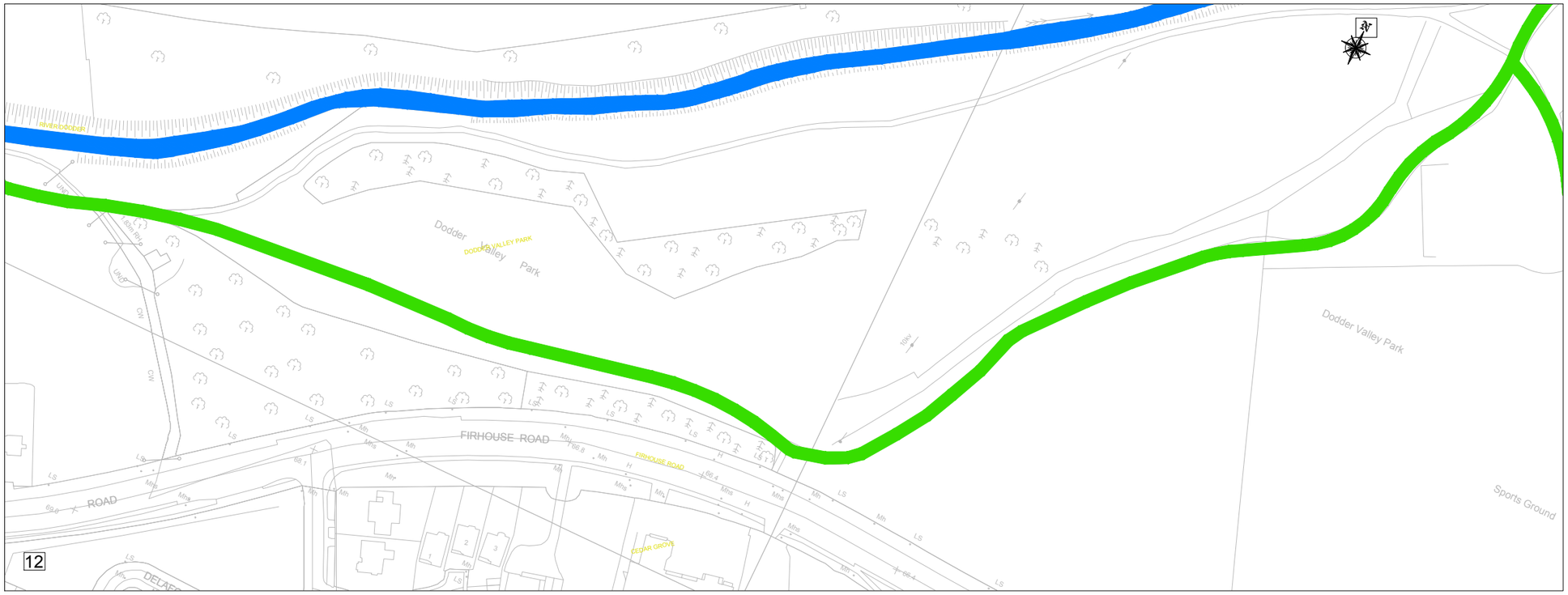
Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 6	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

DO NOT SCALE USE FIGURED DIMENSIONS ONLY





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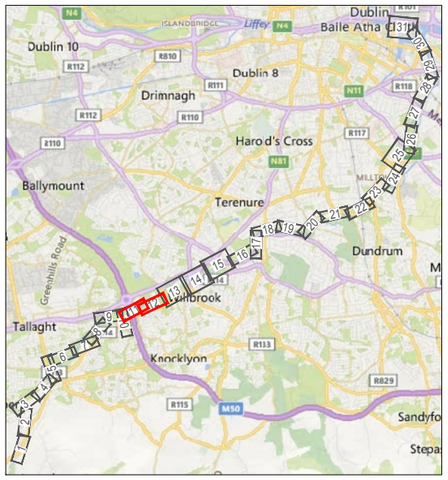

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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 6 OF 18

Date: April 2017 | Job No: 14.223 | Drawing No: Figure 7 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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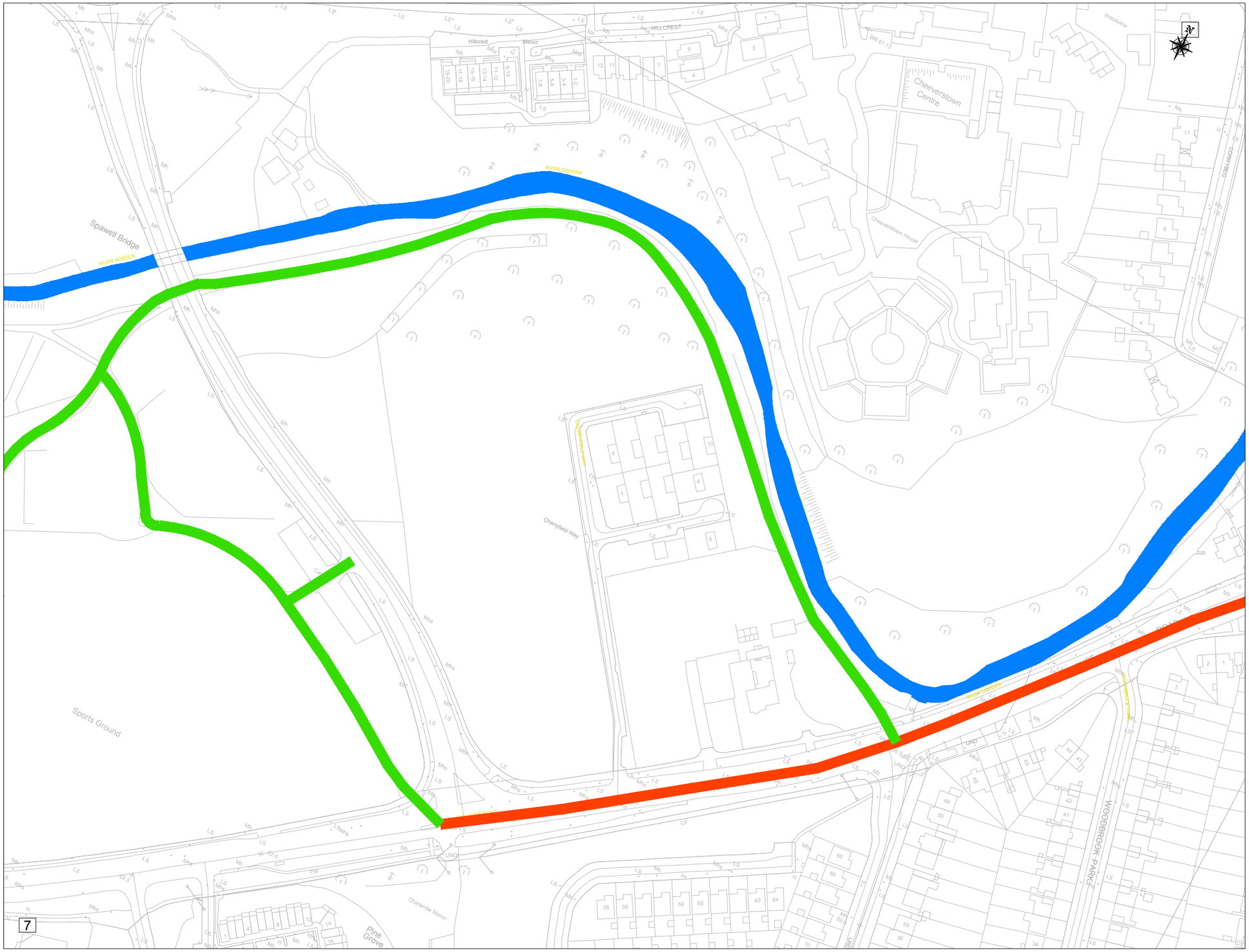

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EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
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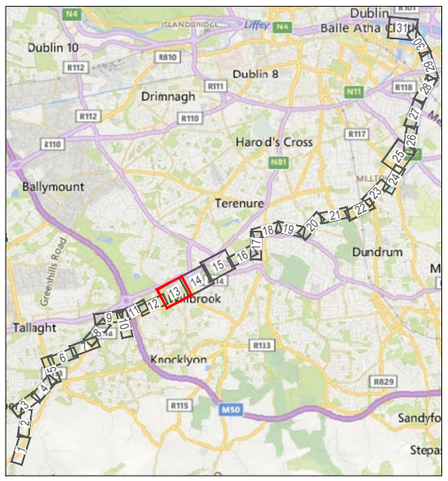

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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 7 OF 18

Date: April 2017 | Job No: 14.223 | Drawing No: Figure 8 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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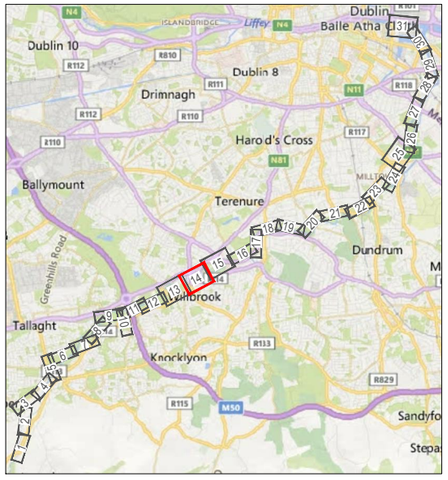

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SHEET 8 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 9	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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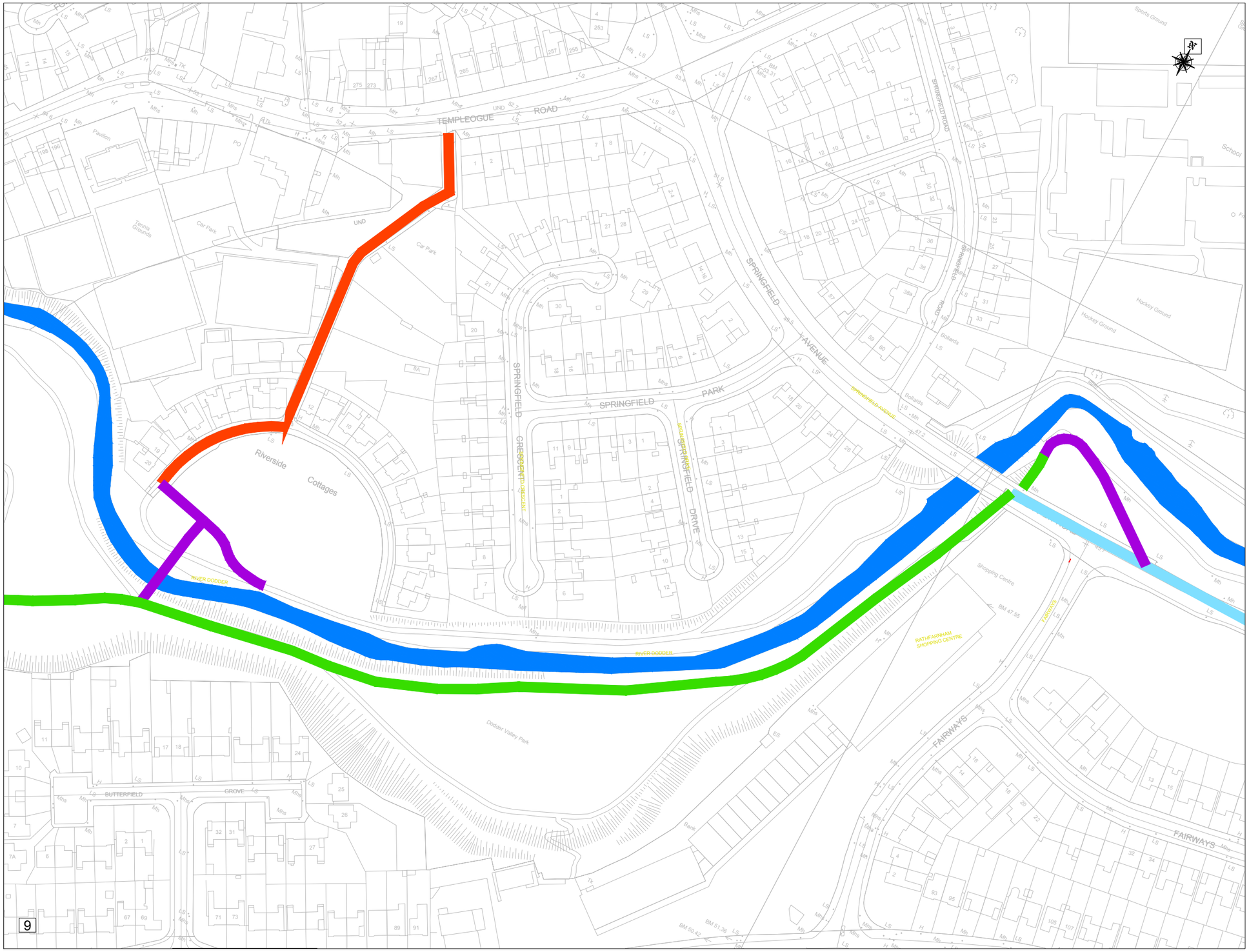

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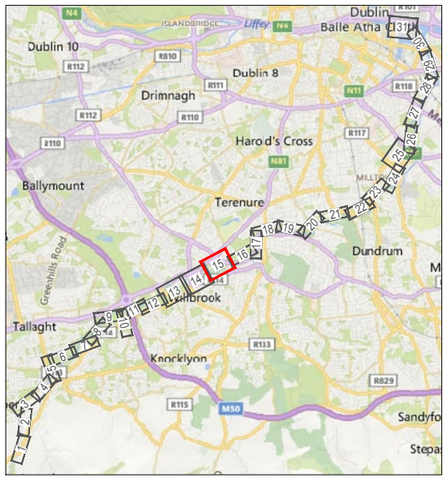

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SHEET 9 OF 18

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BC	BC	BC	EIA Screening	April 2017	14.223	Figure 10	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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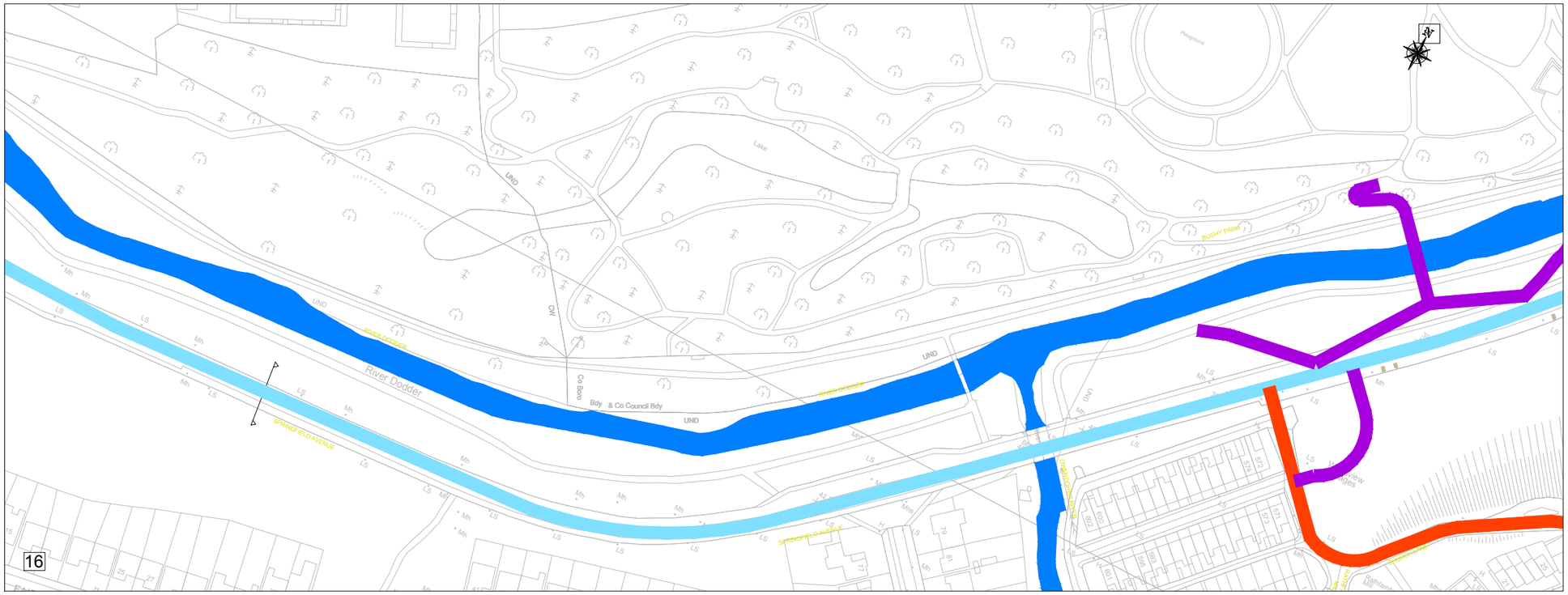

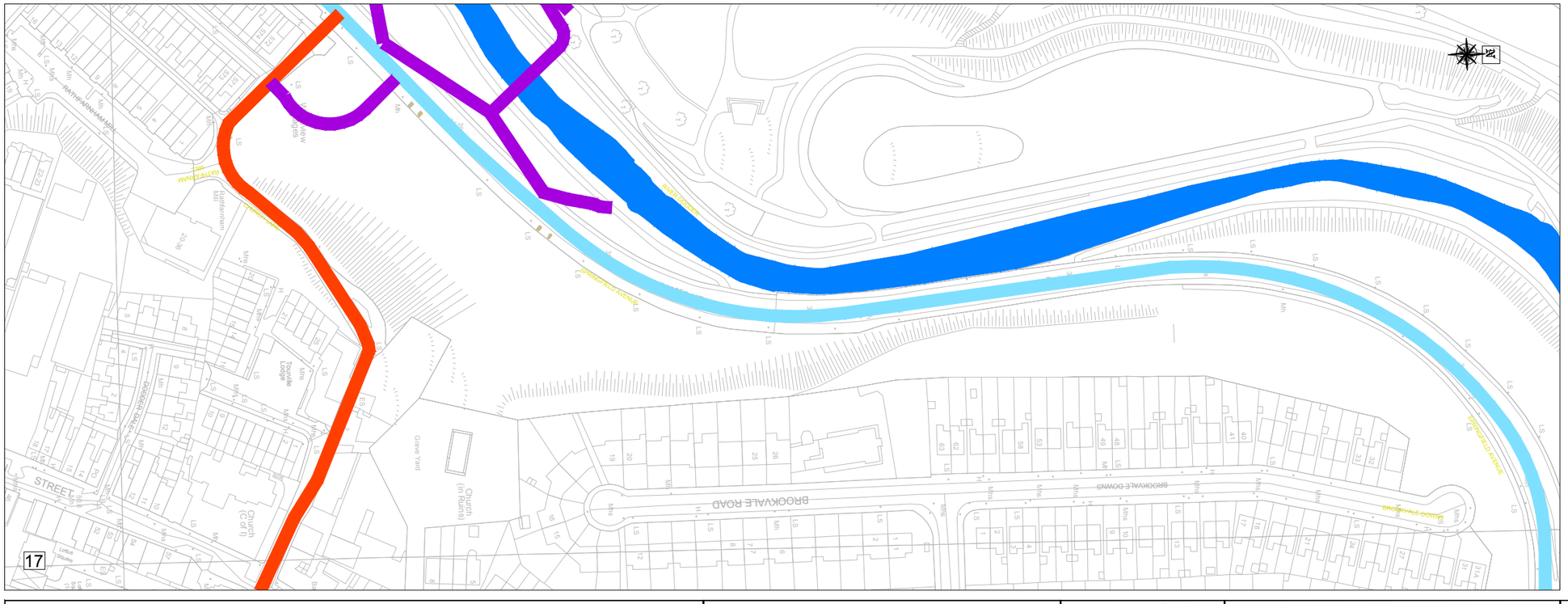

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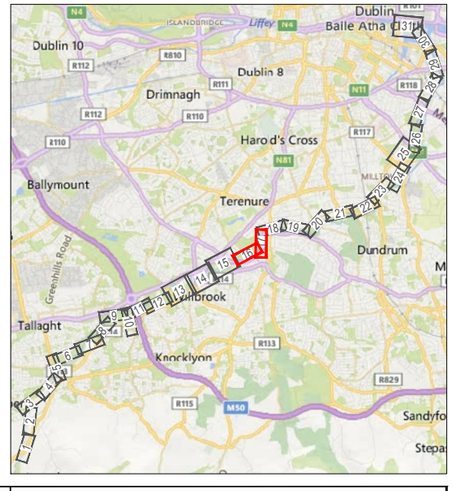

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SHEET 10 OF 18

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BC	BC	BC	EIA Screening	April 2017	14.223	Figure 10	

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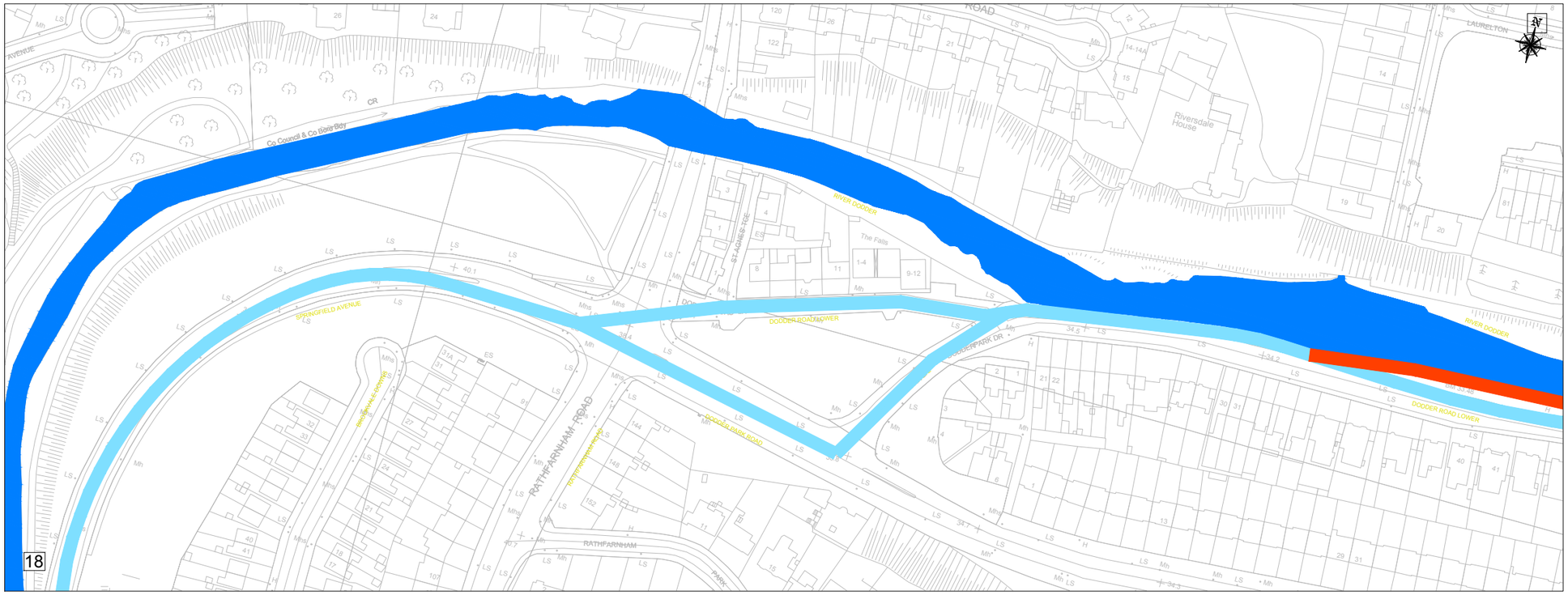

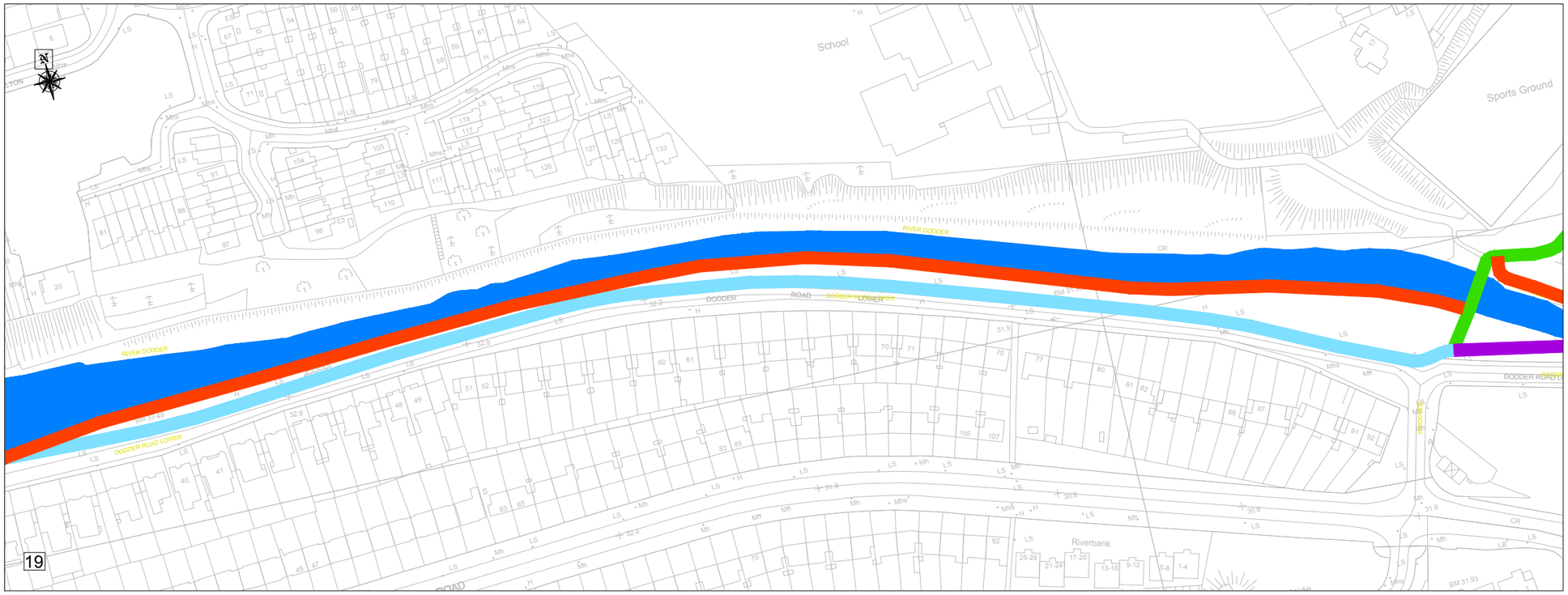

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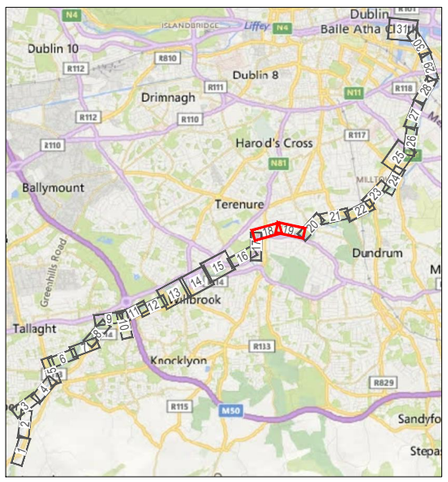
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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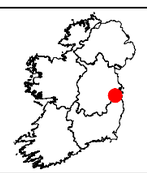
Comhairle Contae Átha Cliath Theas South Dublin County Council

Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

dlr Comhairle Contae County Council

0 50 100 m



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Website : www.rod.ie
www.aecom.com

Designed: BC | Checked: BC | Approved: BC | Status: EIA Screening

Project Title: DODDER GREENWAY

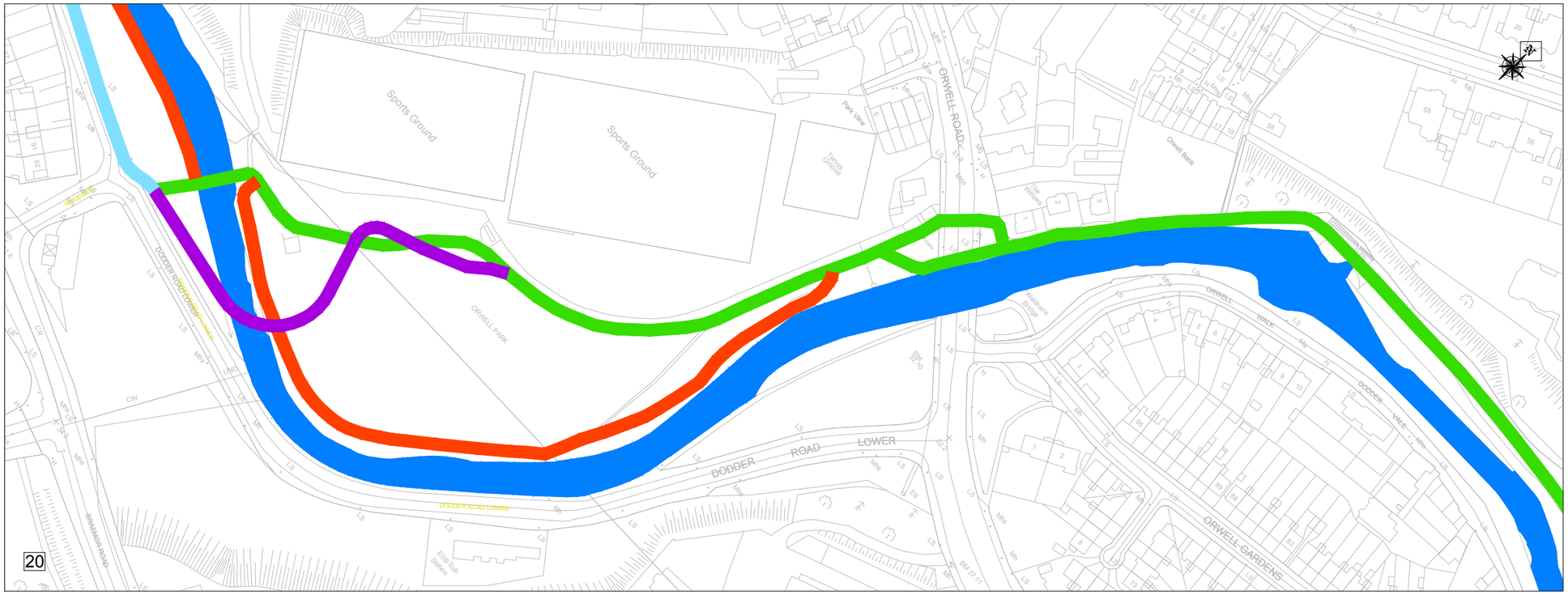
Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 11 OF 18

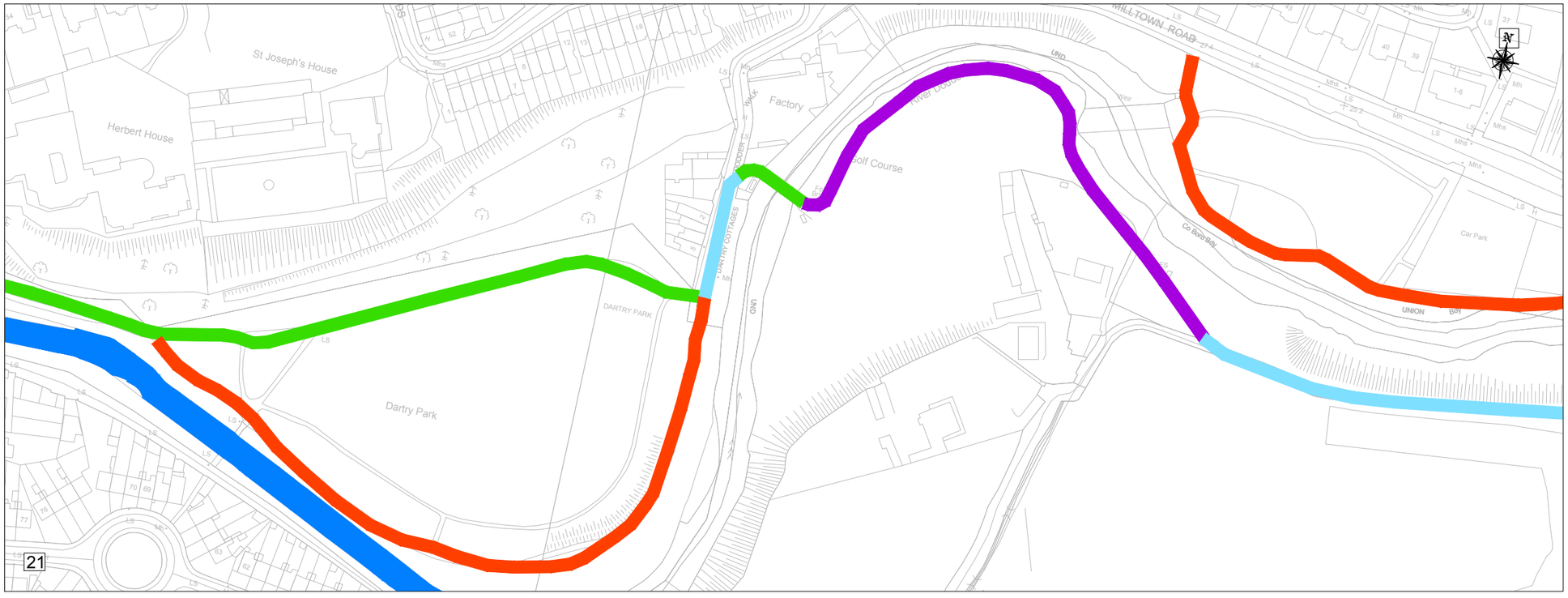
Date: April 2017 | Job No: 14.223 | Drawing No: Figure 12 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

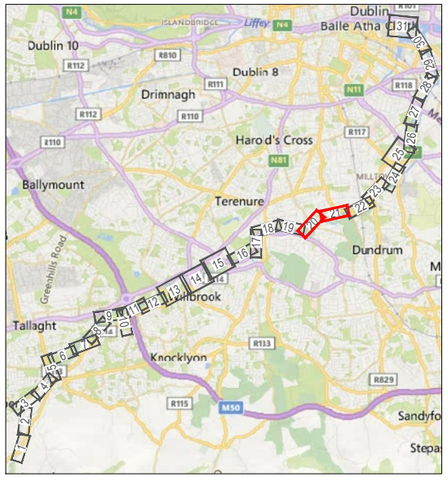
DO NOT SCALE USE FIGURED DIMENSIONS ONLY





LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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0 50 100 m

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Project Title: DODDER GREENWAY

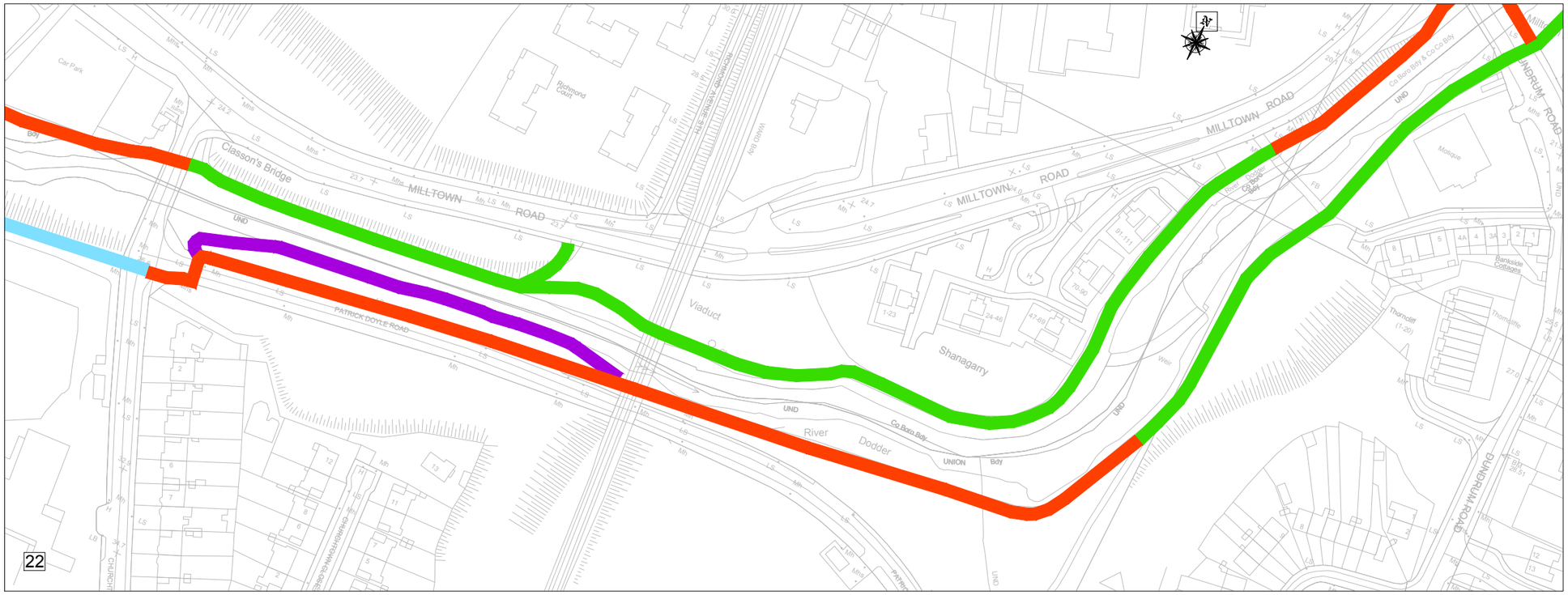
Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 12 OF 18

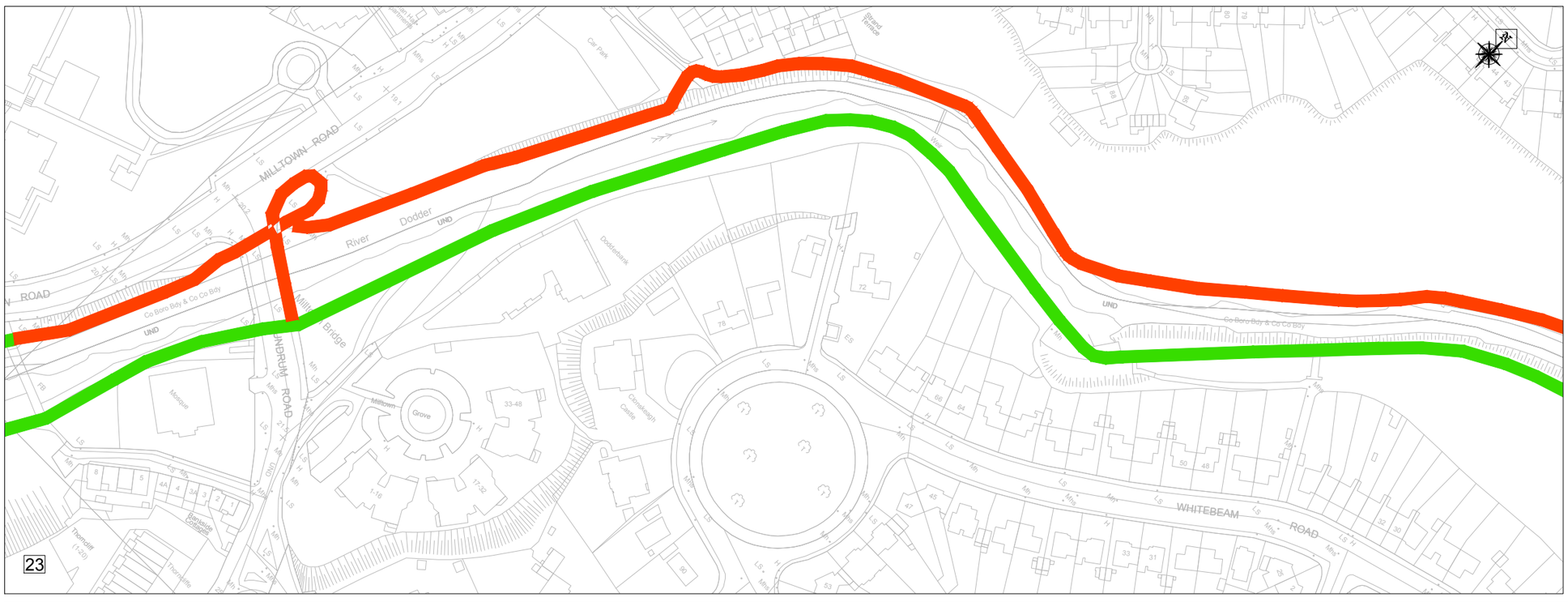
Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 13	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

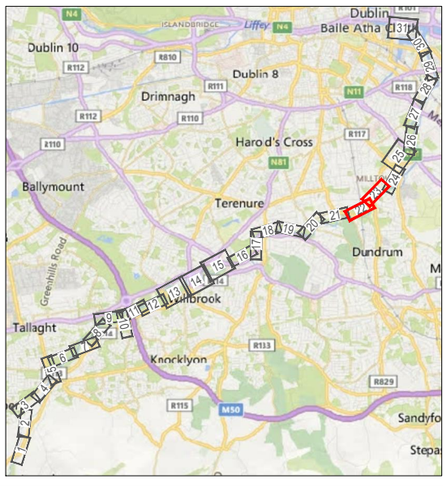
DO NOT SCALE USE FIGURED DIMENSIONS ONLY





LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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Designed: BC | Checked: BC | Approved: BC | Status: EIA Screening

Project Title: DODDER GREENWAY

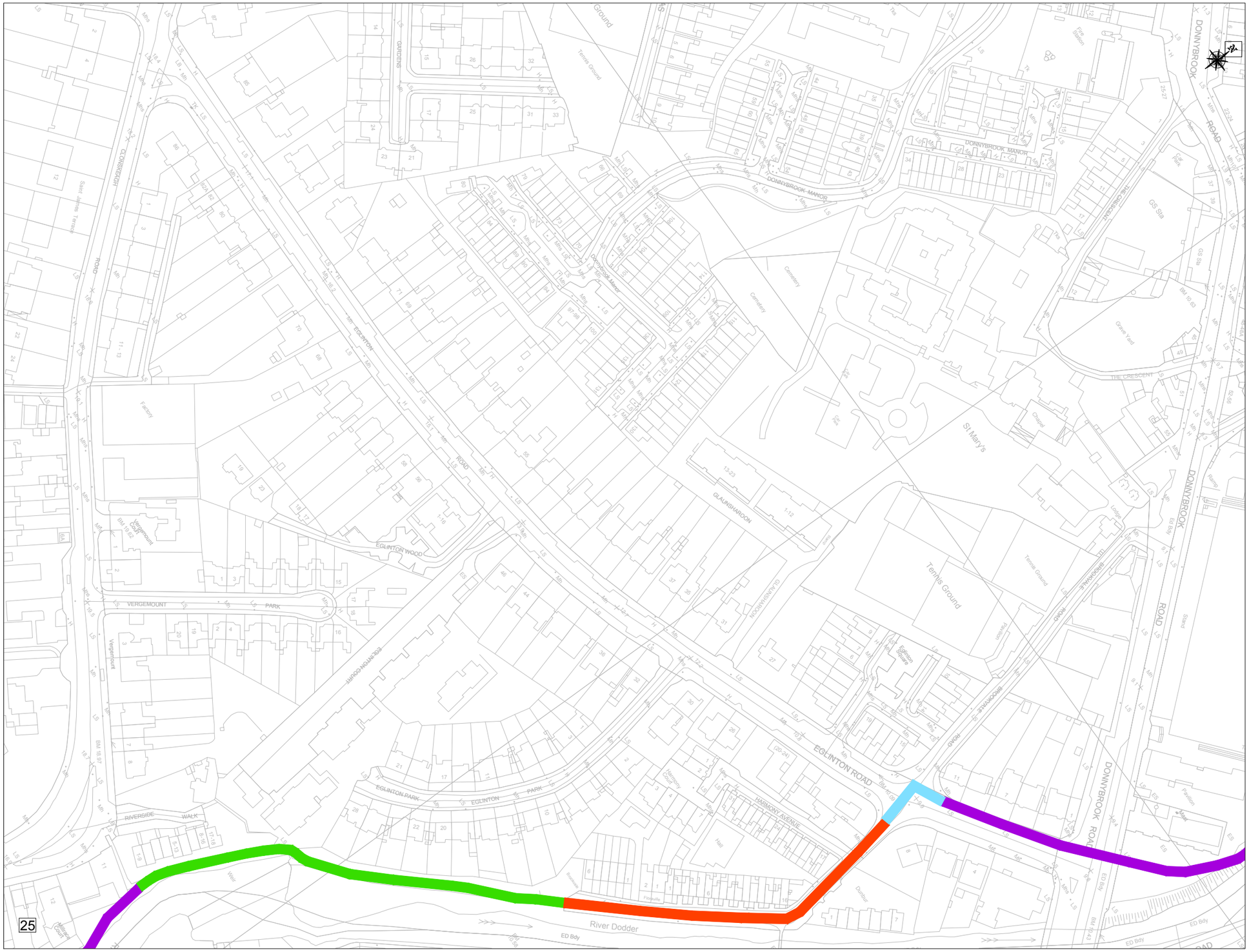
Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 13 OF 18

Date: April 2017 | Job No: 14.223 | Drawing No: Figure 14 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

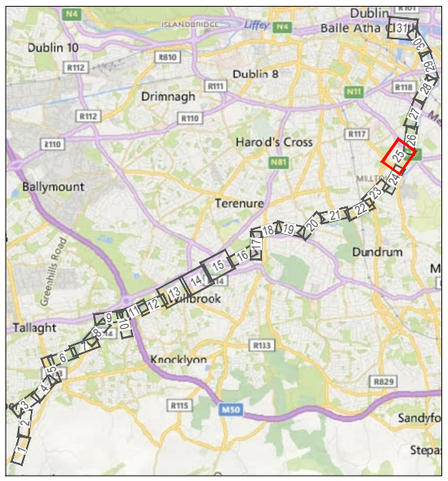
Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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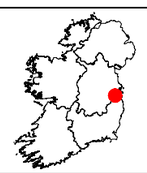
0 50 100 m



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Designed: BC | Checked: BC | Approved: BC | Status: EIA Screening

Project Title: DODDER GREENWAY

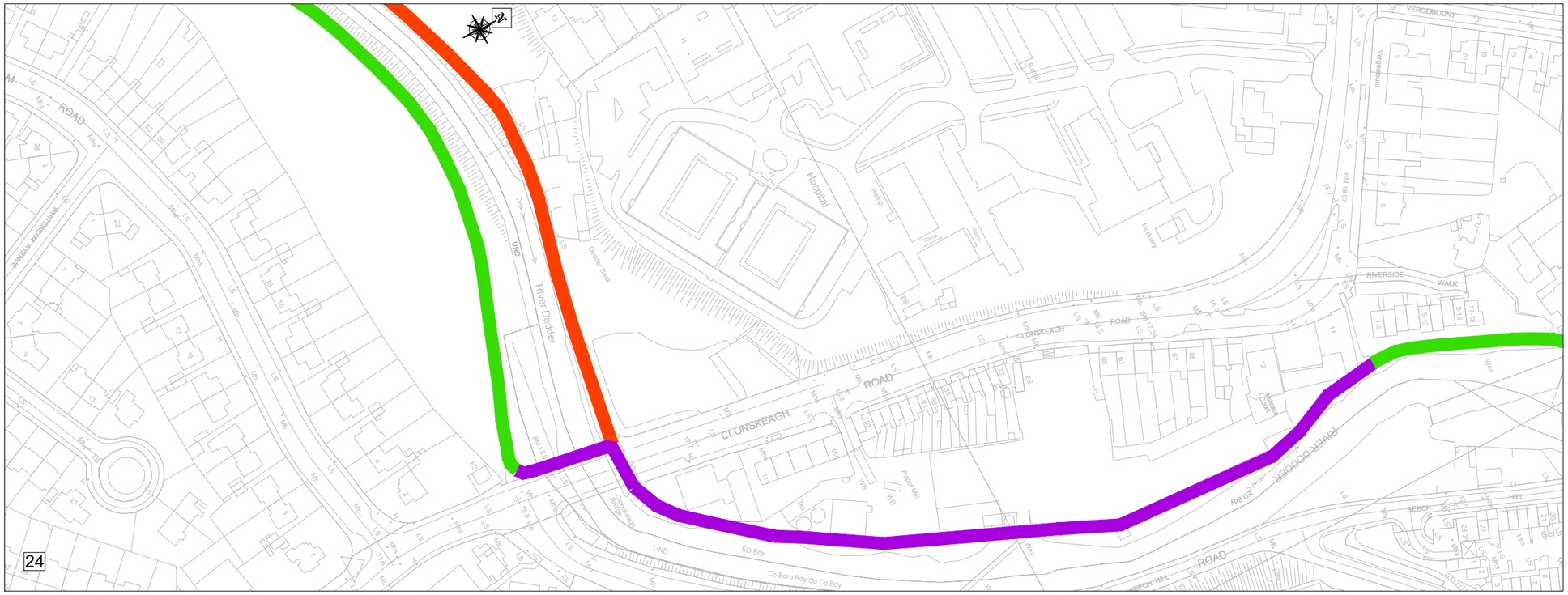
Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 14 OF 18

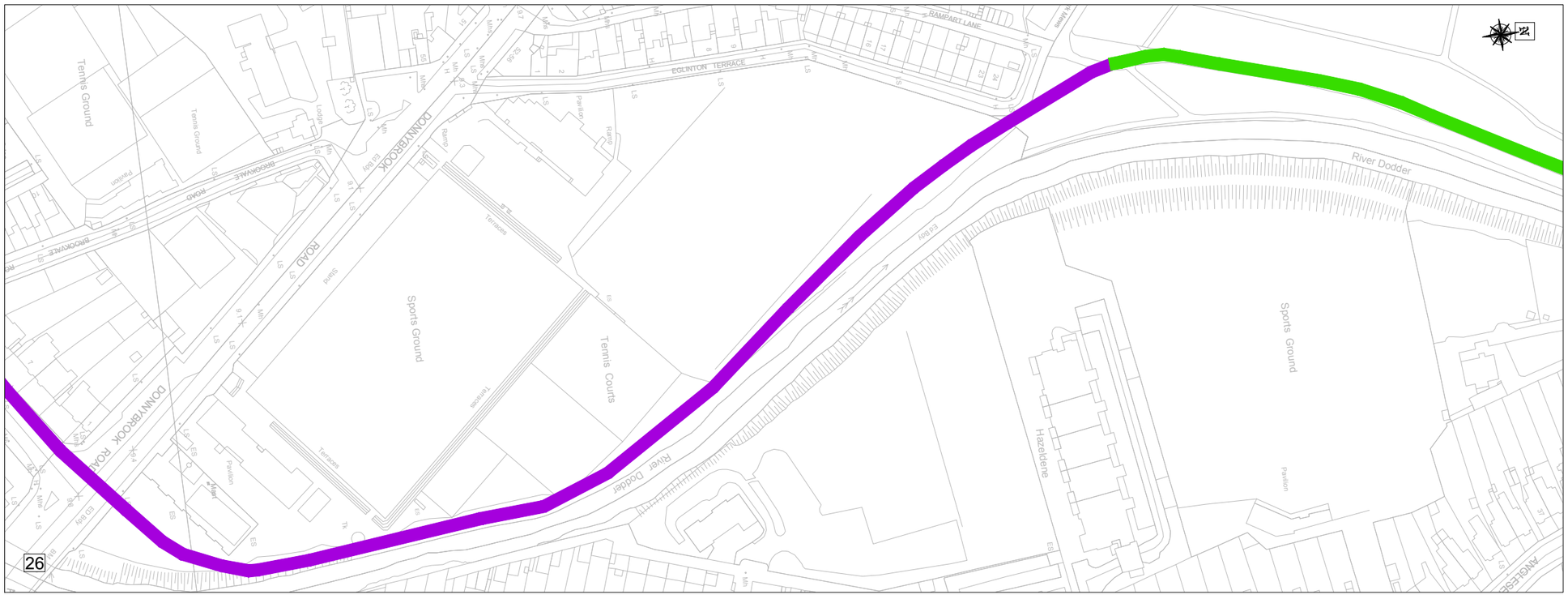
Date: April 2017 | Job No: 14.223 | Drawing No: Figure 15 | Rev:

Scale: 1:1000 @ A1 - 1:2000 @ A3 | Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

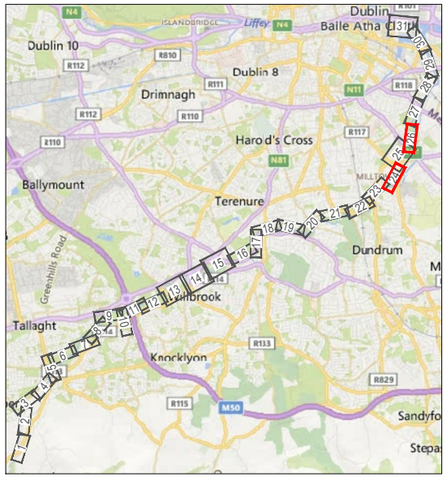
DO NOT SCALE USE FIGURED DIMENSIONS ONLY





LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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0 50 100 m

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Project Title: DODDER GREENWAY

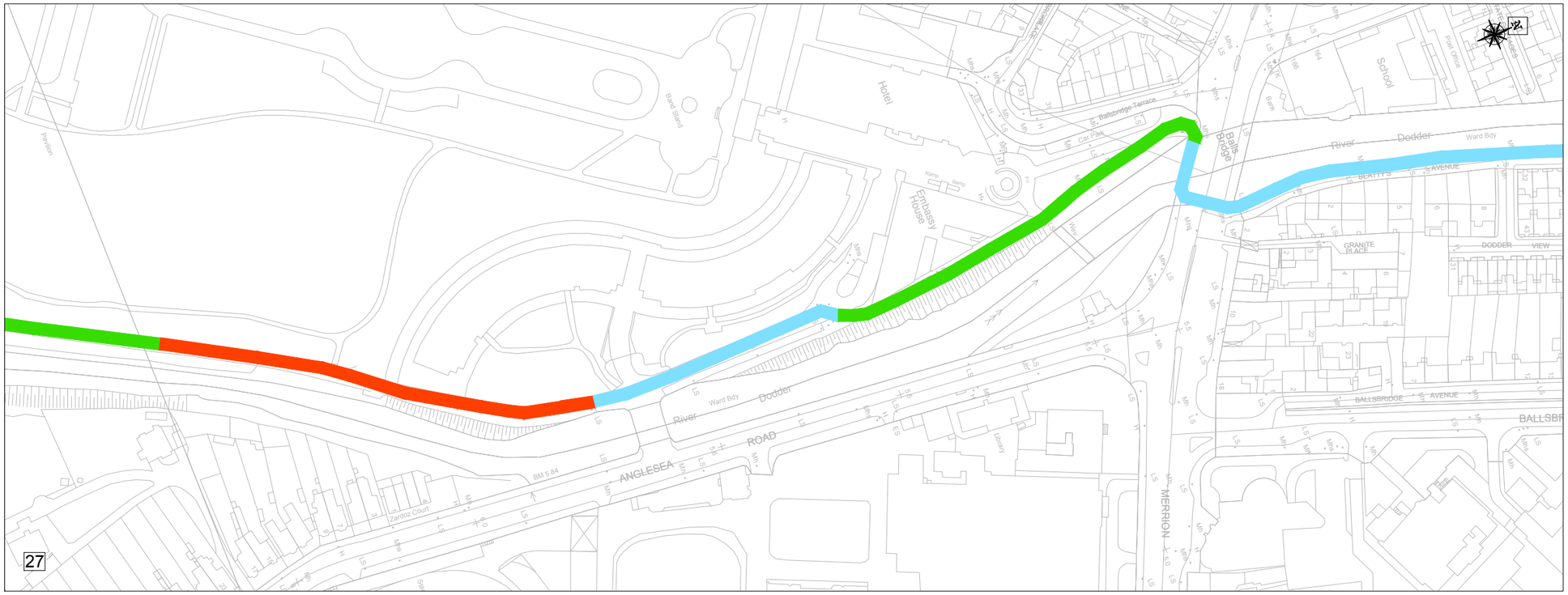
Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 15 OF 18

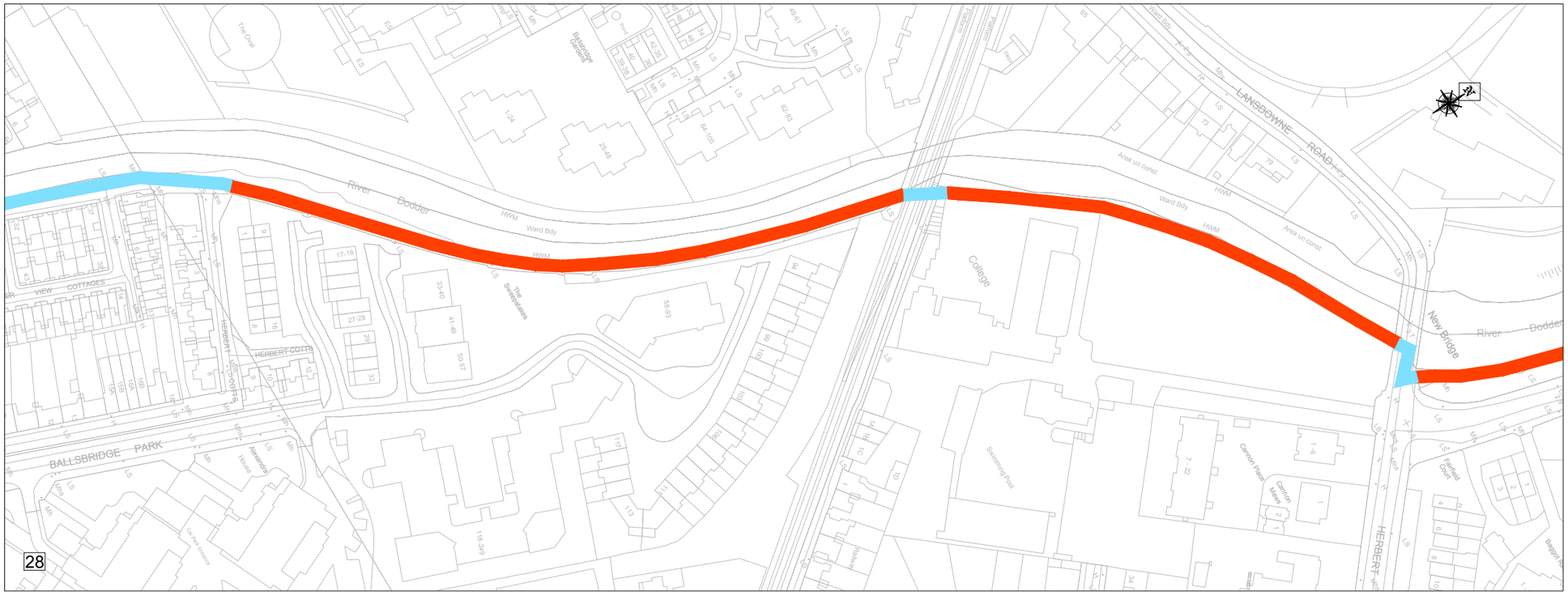
Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 16	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

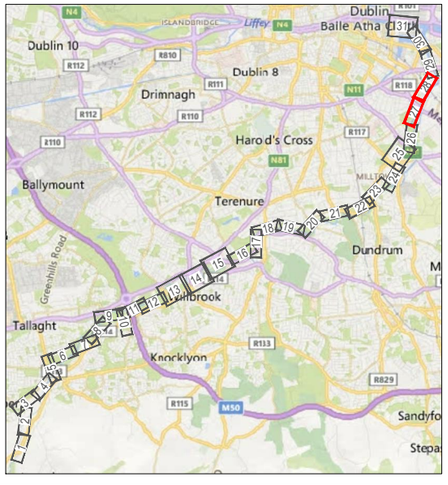
DO NOT SCALE USE FIGURED DIMENSIONS ONLY





LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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Dublin City Council

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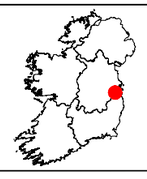
0 50 100 m



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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 16 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 17	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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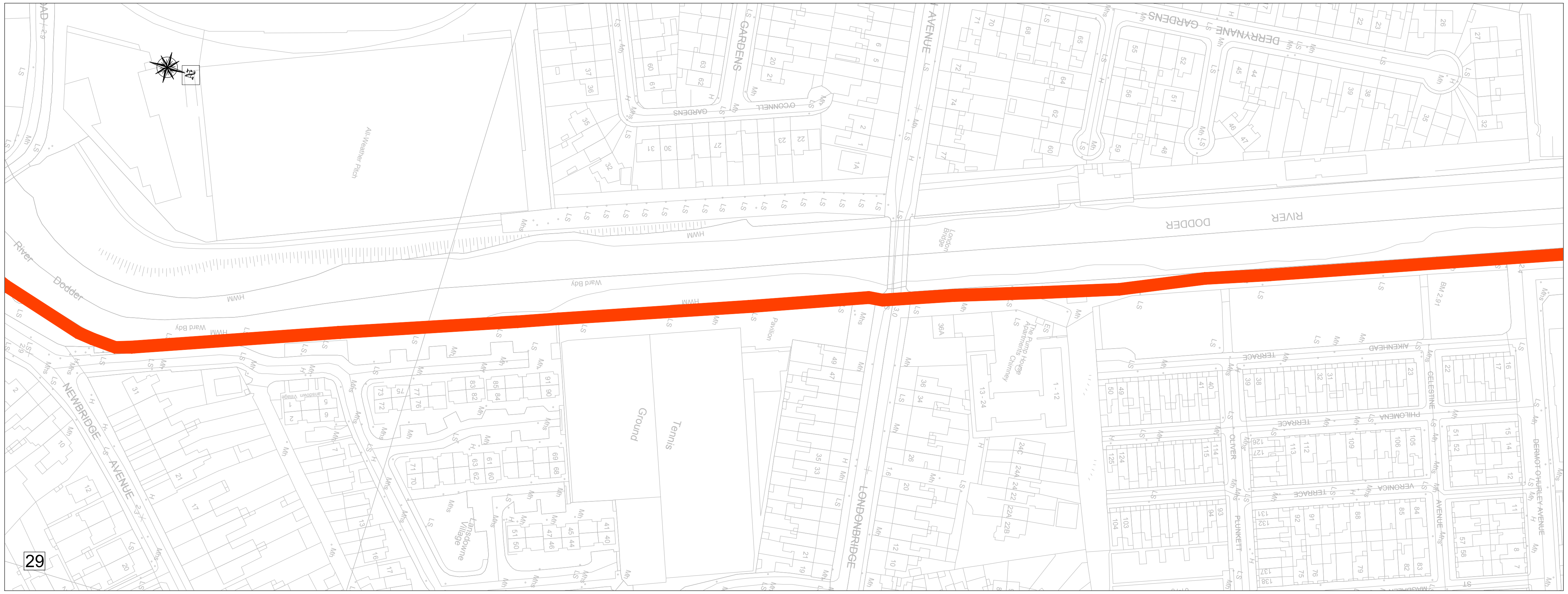
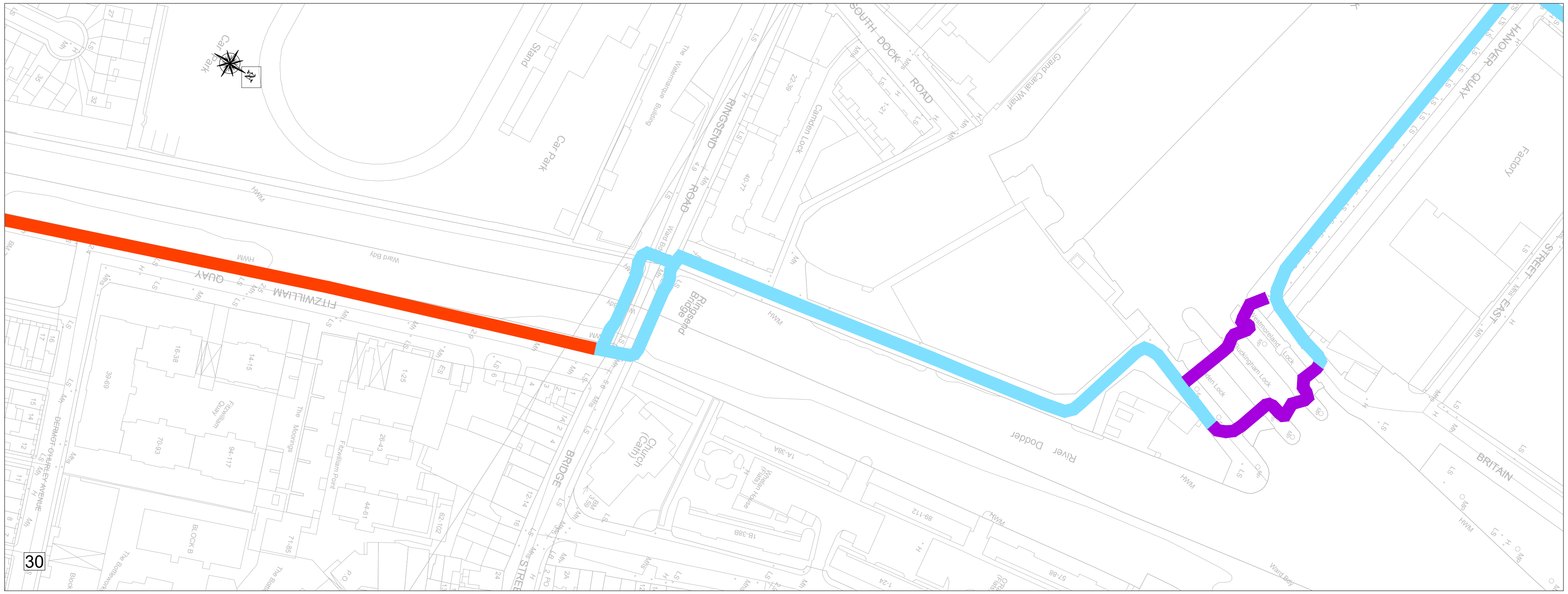
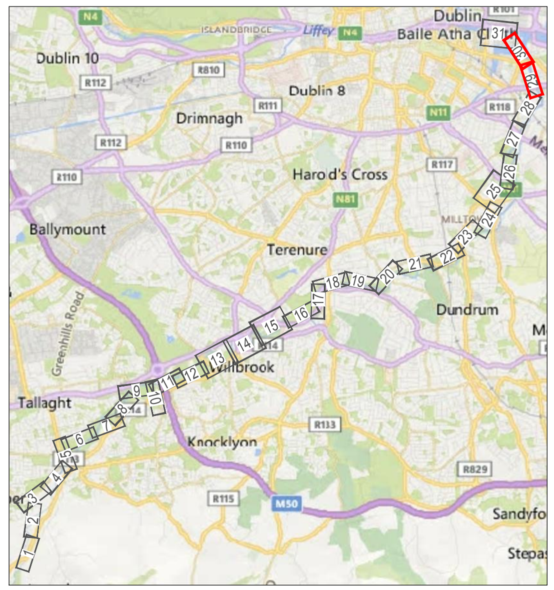




LEGEND:

		LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	(orange)	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	(green)	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	(light blue)	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	(purple)	3278 m	12.80%
TOTAL:		25609 m	100%



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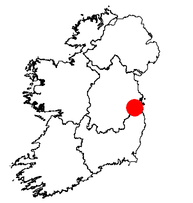
0 50 100 m



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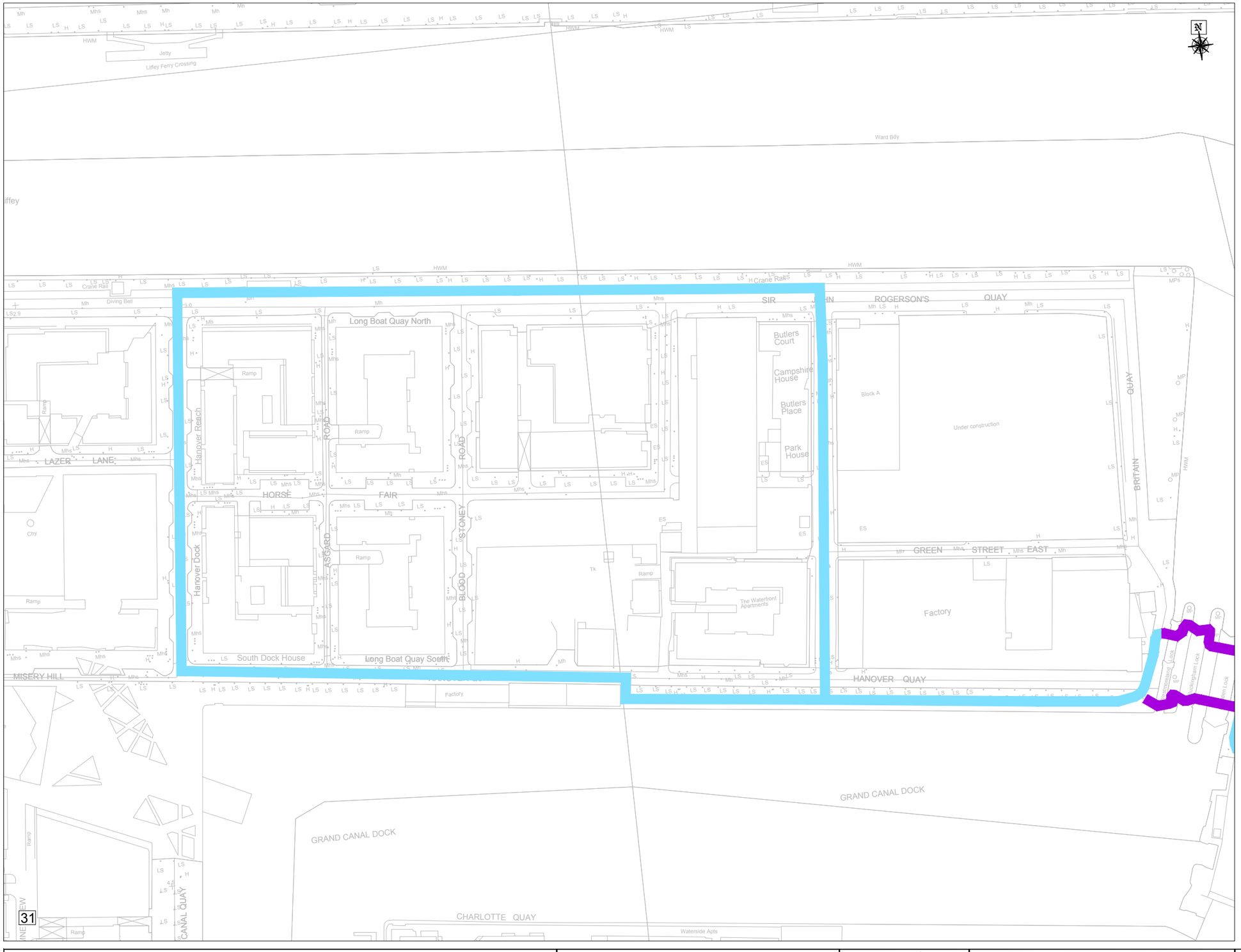
Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 17 OF 18

Designed: BC	Checked: BC	Approved: BC	Status: EIA Screening	Date: April 2017	Job No: 14.223	Drawing No: Figure 18	Rev:
				Scale: 1:1000 @ A1 - 1:2000 @ A3	Drawn: MM		

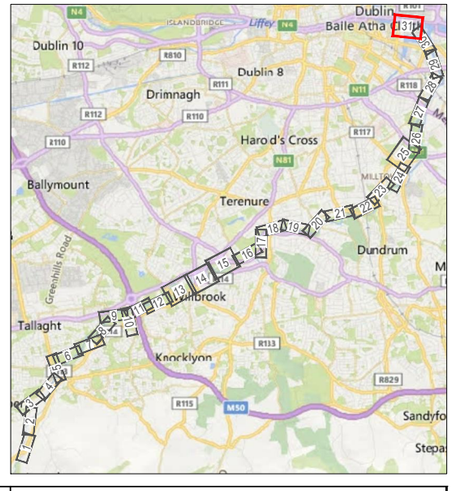
Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



LEGEND:

	LENGTH	PERC %
EXISTING ROUTE ALONG ROADS & PARKLAND WITH MINIMAL CHANGES	8928 m	34.86%
EXISTING ROUTE WITHIN PARKLAND TO BE UPGRADED	6771 m	26.44%
EXISTING ROUTE ALONG ROAD TO BE UPGRADED	6632 m	25.90%
NEW ROUTE TO BE CONSTRUCTED	3278 m	12.80%
TOTAL:	**25609 m**	**100%**



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Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Comhairle Contae County Council dlr

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Project Title: DODDER GREENWAY

Drawing Title: INTENDED GREENWAY CONSTRUCTION
SHEET 18 OF 18

Designed:	Checked:	Approved:	Status:	Date:	Job No:	Drawing No:	Rev:
BC	BC	BC	EIA Screening	April 2017	14.223	Figure 19	

Scale: 1:1000 @ A1 - 1:2000 @ A3 Drawn: MM

Drawing Location: \\roddubfp1\J\2014\14223\Dwg\Route\14223 - Intended Route Construction.dwg

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