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Clonburriss Infrastructure Limited/South Dublin County Council



Project:

Kishoge Railway Station



Park & Ride

Report:

EIA Screening Report

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SECTION 1: INTRODUCTION

Barry Transportation (BT) has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of South Dublin County Council (SDCC) for the Kishoge Railway Station Park & Ride project (hereafter referred to as the Proposed Scheme). This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive¹. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the Proposed Scheme should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the project.

This document sets out the methodology employed to complete the screening exercise and sufficient information to enable the relevant authorities, SDCC, to undertake the EIA screening assessment in respect of the Proposed Scheme to make an EIA Screening determination.

Further information on the background summary of the location, the general overview of the Proposed Scheme and the purpose of the report is provided in Section 2.1.

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

SECTION 2: DESCRIPTION OF PROPOSED PROJECT

2.1 Site Context

The site of the Proposed Scheme is located at Kishoge railway station in the townland of Kishoge, County Dublin. The Proposed Scheme is located approx. 10km to the west of Dublin City Centre, approx. 2.5km south-east of Lucan and 2.7km north-west of Clondalkin town centres. The site is located along the R136 carriageway to the west of Kishoge railway station with the northern extent located at an existing pedestrian crossing to be retained located at the south of the roundabout junction located at Grid Ref.: ITM X 704571 Y 733100. The southern end of the Proposed Scheme is located north of the roundabout junction on the R136 located at Grid Ref.: ITM X 704490 Y 732514.

Currently there are existing footpaths (1.5m wide) beside off road cycle tracks (1.5m wide) on both sides of the R136 at this location.

The total works length is approx. 476m in length with an area of approx. 1.55ha of existing carriageway with no works outside the existing road/verge/cycle path/footpath footprint. The R136 is intersected in an east to west orientation by the Dublin to Cork railway line at Kishoge station and by the Grand Canal to the South with the lands to the immediate west and east of the station being designated as a site for the establishment of the Clonburris Strategic Development Zone (SDZ), described further in section 2.3 below.

To the north and south of the station are existing roads and residential/ public buildings. The site is accessed via the R136 to the north and south, as well as via Thomas Omer Way to the east of the northern roundabout junction and Adamstown Ave to the West. Refer to Figure 2. 1 and Figure 2. 2 for location and extents of the Proposed Scheme respectively.



Figure 2. 1 Location of the Proposed Scheme (Base map Source: Open Street Map)

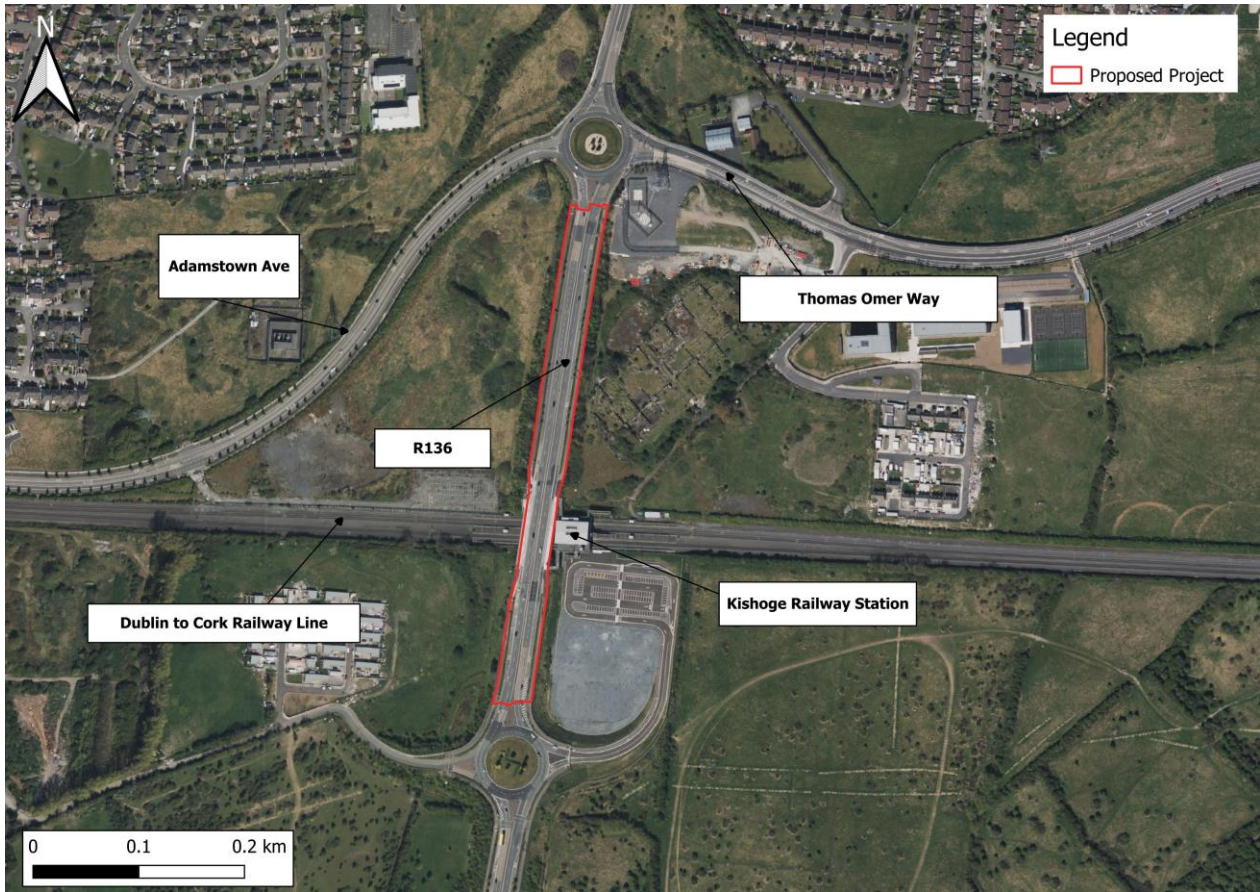


Figure 2. 2 Project Extents (Base map Source: Bing Virtual)

2.2 Policy Context

This section provides a detailed overview of this project’s policy context and highlights how the project could make a positive impact in many policy areas. The Proposed Scheme is associated with the Clonburris SDZ mentioned above in section 2.1 and expanded on below in section 2.3. Policy areas that apply to the Proposed Scheme are outlined in the Policy Context section of the Clonburris SDZ² and presented in Table 2. 1 below.

Table 2. 1 Policy Context

Policy Level	Policy
National	<ul style="list-style-type: none"> • National Policy Position on Climate Action and Low Carbon Development (2015) • National Spatial Strategy (2002) • National Cycle Manual (2011) • Rebuilding Ireland - Action Plan for Housing and Homelessness (2016) • Implementation of SEA Directive Guidelines (2004) • Urban Design Manual - Best Practice Guidelines (2009)

² The Clonburris Strategic Development Zone Planning Scheme (May 2019) Section 1 – Introduction and Vision

	<ul style="list-style-type: none"> • Permeability Best Practice Guide (2013) • Appropriate Assessment of Plans and Projects in Ireland (2009) • Design Manual for Urban Roads and Streets (2013) • Sustainable Urban Housing: Design Standards for New Apartments (2015) • Quality Housing for Sustainable Communities (2007) • Water Services Strategic Plan (2015) • Sustainable Residential Development in Urban Areas (2009) • The Planning System and Flood Risk Management (2009) • Retail Planning Guidelines for Planning Authorities (2012) • Climate Action Plan 2023
Regional	<ul style="list-style-type: none"> • Regional Planning Guidelines for the Greater Dublin Area (2010-2022) • Retail Strategy for the Greater Dublin Area (2008-2016) • Transport Strategy for the Greater Dublin Area (2022-2042) • Transport Strategy for the Greater Dublin Area (2016) • Planning and Development of Large Scale, Rail Focussed Areas in Dublin (2013) • Greater Dublin Area Cycle Network Plan (2013) • School Travel Toolkit Smarter Travel Workplaces
Local	<ul style="list-style-type: none"> • South Dublin County Development Plan 2022-2028 • South Dublin County Council Development Plan 2016-2022 • South Dublin Local Economic and Community Plan (2016 – 2021) • SDCC Climate Change Action Plan 2019-2024

2.3 Overview of the Proposed Project

The Proposed Scheme is associated with the Clonburris SDZ scheme mentioned in section 2.1 above and as such, it is important to give some background to the Clonburris SDZ scheme and discuss the linkages between it and the Kishoge Park and Ride project.

In December 2015, the Government designated 280 hectares of lands at Balgaddy Clonburris, as a site for the establishment of a SDZ for residential development, the provision of schools and other educational facilities, commercial activities, rail infrastructure, emergency services and the provision of community facilities including health and childcare services.

The Clonburris SDZ seeks to create a multi-faceted new community in South Dublin County delivering inter alia; 9,400 new homes, 8 schools, 12.5 km of cycleways and walkways, 90 ha of open space and parks, offices and commercial space, two new train stations and 3.3km of canal frontage. At the heart of the lands to be developed under the SDZ is Kishoge Railway Station on the South-Western Commuter Route, which although constructed in 2009, remains to be brought into operation.

The Clonburris SDZ acknowledges the importance of this station in providing public transport infrastructure for commuters who will live in the SDZ but most likely work in the city centre and Section 4 of the SDZ³ which specifically deals with the phasing required to deliver this scheme notes the following in respect of Kishoge Railway Station.

³ The Clonburris Strategic Development Zone Planning Scheme (May 2019) Section 4 – Phasing

Table 2. 2: Extract from Chapter 4 of Clonburris SDZ

Phase	Residential Units constructed and occupied	Minimum delivery in Phase
1A	0 -1,000	Development shall accord with the Local Level Infrastructure Requirements in relation to agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120).
1B	1,001 – 2,000	Development shall accord with Local Infrastructure Requirements in relation to opening of Kishoge Railway Station.

Irish Rail are in the process of bringing this railway station up to the necessary standards to open to the public for operation and have identified a preferred contractor for same, however they consider it necessary to have car parking in place to facilitate the station’s opening. Through discussions with South Dublin County Council, National Transport Authority of Ireland, Cairn Homes and Clonburris Infrastructure Ltd. it was agreed that in the interim, prior to complete delivery of the SDZ scheme, on-street parking along the R136 would be provided between the proposed South Link Street junction and Thomas Omer Way junction as indicated in Figure 2. 3 below.



Figure 2. 3 Proposed on-street parking location along the R136

The specific elements of the scheme are discussed in detail below in Section 5.1.

SECTION 3: LEGISLATIVE CONTEXT

3.1 Introduction

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

The first step in the EIA process is to determine if an EIA needs to be undertaken or not. An initial determination establishes whether the proposal is a 'project' as understood by the Directive, i.e., does it comprise development, works or activity, as defined in the relevant Irish legislation. The relevant classes of developments that require an EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended). The requirements for EIA are derived from the EIA Directive and the national legislative framework for EIA, as discussed further.

3.2 EIA Directive

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

“Environmental impact assessment means a process consisting of:

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

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis.

For road schemes in Ireland, the list of projects is set out in the Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Sections 3.4 and 3.4 below. Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether an EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information

to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the proposed works.

3.3 National Legislative Framework for EIA

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

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

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

or

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

or

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

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

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

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

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

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

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

3.4 Mandatory EIA

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

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

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

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

Schedule 5, Part 2, Class 10 (b) (iv) –

'Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere.

(In this paragraph "Business District" means a district within a city or town in which the predominant land use is retail or commercial use.)'

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

- Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could include bus garages, train depots which are not explicitly mentioned in the EIA Directive.
- Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also fall in this category. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.
- Projects to which the terms ‘urban’ and ‘infrastructure’ can relate, such as the construction of sewerage and water supply networks, could also be included in this category.

The proposed development has similar characteristics to the suggested project definitions, and therefore, considered under the ‘urban development’ criteria of Schedule 5 Part 2.

Furthermore, the subject development is in an urban area, where the “20 hectares elsewhere” threshold would apply. The overall length of the proposed scheme is 476m and the overall proposed scheme area is approx. 1.55ha which is equivalent of 7.75% of this threshold.

Therefore, the Proposed Scheme falls significantly below the scale threshold and is not subject to mandatory EIA.

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

The following Table 3. 1 summarises the legislative context where an Environmental Impact Assessment is mandatory for a road scheme.

Table 3. 1 Summary of Legislative Requirements for EIA Screening

Road Projects where an EIA is Mandatory		Regulatory Reference
	(1) Construction of a motorway.	S. 50(1)(a)(i) of the Roads Act, 1993 (as amended)
	(2) Construction of a busway.	S. 50(1)(a)(ii) of the Roads Act, 1993 (as amended)
	(3) Construction of a service area.	S. 50(1)(a)(iii) of the Roads Act, 1993 (as amended)
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)

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

The Proposed Scheme does not satisfy the criteria described in **Error! Reference source not found.** above and therefore, is not considered to have a mandatory requirement for an EIA.

The requirement for “sub-threshold” EIA is addressed below.

3.5 EIA Screening Criteria for Sub-Threshold Development

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

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

1. “A description of the proposed development, including in particular—
 - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and

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

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

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

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

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

Annex III includes:

“1. Characteristics of projects

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

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

2. Location of Projects

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

- (a) the existing and approved land use;

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

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

- (i) wetlands, riparian areas, river mouths;
- (ii) coastal zones and the marine environment;
- (iii) mountain and forest areas;
- (iv) nature reserves and parks;
- (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
- (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
- (vii) densely populated areas;
- (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

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

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved projects;
- (h) the possibility of effectively reducing the impact.”

3.6 Guidance

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

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);

- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended); and
- Roads Act 1993 (as amended).

3.6.1 OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

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

Step 1. Understanding the Proposal

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

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

B. Is the project a 'sub-threshold development'? i.e. If the project is not of a class of development in Schedule 5, Parts 1 and 2, it is not 'subthreshold development', no EIA or EIA screening is required.

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

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

Step 2. Preliminary Examination

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

Following the Preliminary Examination, it must be concluded:

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

Step 3. EIA Screening Determination

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

SECTION 4: EIA SCREENING METHODOLOGY

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the OPR Practice note as set out in Section 3.6. The OPR have established three steps to follow within EIAR screening which are responded to in the sections below.

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

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

4.1 Step 1 Understanding the Proposal

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

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

As outlined in section 2.1, the Proposed Scheme aims to construct car parking spaces for the provision of a park and ride service for a new railway station to enhance public transport. Thus, the Proposed Scheme is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed project.

Is the project a 'sub-threshold development'?

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

Planning and Development Regulations 2001, as amended

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

Schedule 5 Part 1

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

Schedule 5 Part 2

Part 2(15) of the Regulations states that,

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

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

‘Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere.

(In this paragraph “Business District” means a district within a city or town in which the predominant land use is retail or commercial use.)’

The subject development is in an urban area, where the “20 hectares elsewhere” threshold would apply. The overall length of the proposed scheme is 476m and the overall proposed scheme area is approx. 1.55ha which is equivalent of 7.75% of this threshold. Therefore, the Proposed Scheme falls significantly below the scale threshold and a mandatory EIA is not required under this class.

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

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

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

The Proposed Scheme is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required as concluded in Section 3.4.

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

4.2 Step 2. Preliminary Examination

The OPR Practice Note, Form 2 allows the preliminary examination to be recorded. Table 4. 1 Preliminary Examination based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in SECTION 5: and SECTION 6: of this report, on the nature, size and location of the proposed project.

Table 4. 1 Preliminary Examination

Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.		
	Comment:	Yes/No/ Uncertain
<p>Nature of the development:</p> <p><i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the development is not exceptional in the context of the existing environment. The Proposed Scheme provides for works within an existing road. The Proposed Scheme aims to provide park and ride facilities to benefit the use of local rail network. This will enhance linkages to public transport infrastructure and enhance the public realm by providing for better quality of life in the Clonburris area.</p> <p>Given the size and small nature of works of the proposed project, significant waste, emissions of pollutants are not expected to arise as a result of the works.</p>	<p>No</p> <p>No</p>
<p>Size of the development:</p> <p><i>Is the size of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Are there cumulative considerations having regard to other existing and/or permitted projects?</i></p>	<p>The size of the project is not exceptional in the context of the existing environment. The proposed development is approx. 476 m in length.</p> <p>There are no significant negative cumulative effects given the scale and distance of the project from the projects listed in Section Error! Reference source not found.</p>	<p>No</p> <p>No</p>
<p>Location:</p> <p><i>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?⁴</i></p> <p><i>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</i></p>	<p>The nearest EU Designated Site is Rye Water Valley/Carton SAC (001398) located approximately 4.8km north-west of the proposed project.</p> <p>There are no Sites and Monuments Record (SMR) adjacent to the Proposed Scheme extent. There are no National Inventory of Architectural Heritage (NIAH) sites intersecting with or adjacent to the proposed project. The Proposed Scheme does not fall within an Architectural Conservation Area (ACA). There are no industrial heritage structures located adjacent to or along the project route.</p> <p>There are no watercourses or drainage ditches occur within the immediate vicinity of the Proposed Scheme site however there is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements, to watercourses in the surrounding area namely; The Grand</p>	<p>No</p> <p>No</p> <p>Uncertain</p>

⁴ Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

Preliminary Examination:		
<p>The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.</p>		
	Comment:	Yes/No/ Uncertain
	<p>Canal Main Line (Liffey and Dublin Bay) (EU_CD: IE_09_AWB_GCMLE) located approx. 285m south of the Proposed Scheme with connectivity to Dublin Bay and the nearest waterbody is the LIFFEY_170 (EU_CD: IE_EA_09L012100) located approx. 1.1km to the west of the project and flowing north. It is uncertain as to whether the proposed construction methodology will have any significant impact on this waterbody. Potential impacts are discussed in detail in Section 7.10.</p>	

Table 4. 2 Conclusion of Preliminary Examination

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

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

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

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

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

4.3 Step 3. Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Section 4.1 and 4.2, a formal screening determination must take place. Section 3.6 provides the relevant details under each of the criteria set out in Schedule 7 and Schedule 7A information of the Planning and Development Regulations 2001 to 2023 for urban developments. These sections also provide the relevant details under each of the criteria set out in Annex III in the EIA Directive for roads developments. This information will assist the competent authority, SDCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001 to 2023.

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

SECTION 5: CHARACTERISTICS OF PROJECT

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

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the Proposed Scheme to be considered in determining whether an EIA is required. This includes the following:

- 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 having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;
- The risks to human health (for example due to water contamination or air pollution).

The following sections describe the characteristics of the Proposed Scheme with reference to the criteria listed in Annex III.

5.1 The size and design of the whole project

The aim of this Proposed Scheme is to provide on street parking as part of a park and ride service for the Kishoge Railway station. The station will be opened to the public as part of the phasing strategy for the Clonburris SDZ as mentioned previously in Section 2.3.

The extent of works is over 476m of existing carriageway with no works outside the existing road/verge/cycle path/footpath footprint and primarily consists of:

- Provision of 56 new car parking spaces and 4 new Universal Access car parking spaces.
- New Road Markings,
- Increased concrete footpath build outs at signalised junctions,
- Removal of concrete median barrier at signalized junctions,
- Removal of metal vehicle restraint barriers, in verges on both sides, north and south of the bridge.
- Installation of traffic signals,
- Ducting and Junction Boxes,
- Dowelled in bollards,
- Kerb cuts, ramp accesses and small sections of footpath to connect into existing footpath.
- Improvement in markings, tactiles and signage for footpaths/cycle tracks both sides.
- Modifications to existing drainage – no increase in hardstanding envisaged,
- Temporary traffic management during the works.
- Reduction in speed limit to 50kph on the R136 between proposed South Link Street junction and Thomas Omer Way junction.
- Reduction in speed limit to 60kph on the R136 between Grange Castle Business Park Junction and proposed South Link Street junction.
- Reduction in speed limit to 60kph on the R136 between proposed Thomas Omer Way junction and Balgaddy Road junction.

The Proposed Scheme will require minor works including improved separation markings, motifs, signage and tactiles. As the Clonburris SDZ gets delivered the character of the road will change to urban with building frontage, hard verges, minimum desirable widths footpaths and cycle tracks complete with colour contrast and level difference, however for clarity these works are outside the scope of this interim project. The existing storm water drainage network within the study area will be maintained. There will be minimal modifications

to existing drainage with no increase in hardstanding envisaged. As such, there is no requirement to upgrade the existing drainage network or outfalls within this project's extents. Drainage alterations consist of through piping existing bridge kerb drains, new bridge kerb drains – all to existing outlets, relocation of gullies to suit new signalised crossing ramps and Universal Access spaces.

Trees and hedges will be cut back to improve existing footpaths and cycle tracks where overgrown. The footpath links to the new parking spaces will require removal of discrete sections of hedges and possibly some trees, though intent will be to realign links where possible to avoid removing trees where possible.

Refer to Appendix 2 for design drawings of the proposed project.

5.2 Cumulation with other existing and/or approved projects

The following sources were reviewed in September 2023 to identify potential projects in the vicinity of the Proposed Scheme that may give rise to cumulative effects.

- South Dublin County Council Planning Application Viewer for local planning applications
<https://sdublincoco.maps.arcgis.com/apps/webappviewer/index.html?id=004b5a1a557a4c1a91b4629923f9d4b7>
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

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

SDZ20A/0021: 10 year permission for roads and drainage infrastructure works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands; the roads infrastructure works are for the construction of c. 4.0km of a new road, known as Clonburris Southern Link Street, generally consisting of 7m wide single carriageway, plus on either side of the carriageway landscaped verges, 1.75m wide off-road cycle tracks and 2m wide footpath including public lighting, trees, 288 on-street car parking spaces (including 26 disabled parking spaces), pedestrian crossings, bus stops, a number of vehicular access spurs to facilitate future development of adjoining lands, a total of 8 new junctions (including 3 junctions to facilitate future road developments within the SDZ; 2 junctions with proposed local access roads and 3 new junctions with Hayden's Lane, Lynch's Lane and Ninth Lock Road) and alterations to 4 existing junctions on Newcastle Road (R120), Grange Castle Road (R136), Fonthill Road (R113) and also to the existing access road to Park and Ride facilities at both Kishoge Station and at Fonthill Station; alterations to the existing public roads Newcastle Road (R120), Hayden's Lane Access Road, Hayden's Lane, Lynch's Lane, Grange Castle Road (R136), Fonthill Road (R113) and Ninth Lock Road arising from new junctions with the Clonburris Southern Link Street consisting of reconfiguration of a c.165m long section of Newcastle Road (R120) including road widening and revisions to layout of junction with Hayden's Lane Access Road; incorporation of Hayden's

Lane Access Road into proposed Clonburris Southern Link Street; provision of new junction with Hayden's Lane and Clonburris Southern Link Street; incorporation of a c. 26m long section of Lynch's Lane into proposed Southern Link Street and provision of a new junction with Clonburris Southern Link Street; reconfiguration of a c. 260m long section of Grange Castle Road, including road widening and replacement of existing roundabout with signalised junction; reconfiguration of a c. 250m long section of Fonthill Road, including road widening and replacement of existing roundabout with signalised junction; reconfiguration of a c.125m long section on Ninth Lock Road including road widening and provision of a new junction with Clonburris Southern Link Street; construction of 2 local access roads, consisting of c. 110m long road extending north from Clonburris Southern Link Street and providing access to proposed foul pumping station and generally consisting of a 6m wide single carriageway plus on either side of the carriageway 2m wide footpath including public lighting, 2 set-down parking spaces and vehicular access to proposed foul water pumping station; north/south Link Street (c. 240m in length) extending north from southern Link Street to the Kildare-Cork railway line and generally consisting of a 7m wide single carriageway plus on either side of the carriageway 1.3m wide landscaped verge, 1.75m wide off-road cycle lane, 2m wide footpath including public lighting and 2 vehicular access spurs to facilitate future development of adjoining lands; the drainage infrastructure works include 8 attenuation systems (with outfalls to Griffeen River, Kilmahuddrick Stream and existing storm sewers) including 4 ponds, 2 modular underground storage systems and 2 detention basins combined with modular underground storage systems all adjacent to proposed Clonburris Southern Link Street; surface water drainage culverts to existing watercourses; flood water compensation area adjacent to Griffeen River; surface water drainage and water supply trunk infrastructure within proposed road corridors; wastewater infrastructure including a foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SDZ lands (including future Irish Water pumping station) and to connect to the existing sewer network in Cappaghmore housing estate; ducting for public electrical services and utilities and the diversion of existing utilities is provided for within the proposed road corridor; Permission is also sought for all ancillary site and development and landscape works associated with the development including hard and soft landscaping, boundary treatments, road markings and signage, enabling works and temporary construction works (including site accommodation, site compounds and temporary boundary fencing); the application is made in accordance with Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Zone Planning Scheme Area as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies the application. The application received permission on 12 August 2021

SDZ21A/0022: The construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019 as follows: 173 houses comprising 8 two bedroom houses, 153 three bedroom houses and 12 four bedroom houses (147 dwellings in CSW-S4 consisting of 8 two bedroom houses, 127 three bedroom houses & 12 four bedroom houses & 26 three bedroom dwellings in CSW-S3), all 2 storey comprising semi-detached, terraced, end terrace units (with parking and private open space); (B) 148 duplex apartments/apartments {88 in CSW-S4 & 60 in CSW-S3} comprising 74 two bedroom units and 74 three bedroom units, in 16 three storey buildings. In CSW-S4 Duplex Blocks A,B,C,D,E,F,G,J,K, comprise 8 units (4 two bed & 4 three bed units), Duplex Block H comprises 16 units (8 two bed & 8 three bed units), In CSW-S3 Blocks L, N & O comprise 8 units (4 two bed & 4 three bed units), Block M comprises 14 units (7 two bed & 7 three bed units), Block P comprises 10 units (5 two bed & 5 three bed units), Block Q comprises 12 units {6 two bed & 6 three bed units}, all to have terraces/pitched roof; (C) 396 apartments as follows: within CSW-S4, Block 1 consists of 172 apartments (76 one bedroom, 91 two bedroom and 5 three bedroom apartments), in a 2-building arrangement both 6 storeys in height. Within CSW-S3, Block 2 {4 storeys} comprises 16 one bedroom apartments and 22 two bedroom apartments, Block 3 (4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments (all apartments to have terrace or balcony); (D) Provision of an innovation hub (626sq.m) and creche (c. 547sq.m) in a part 3/4 storey 'local node' building in CSW-S4; (E) Vehicular access will be from the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 to the east {along with provision of internal haul routes {for construction} to connect to the R136 to the west); (F) Public Open Space/landscaping of c. 4.1 hectares (to include Local Park and MUGA in CSW-S3, Grand Canal Park, along the southern and eastern boundaries of the site to connect to existing Grand Canal towpath) as well as a series of communal open spaces to serve apartments and duplex units (c. 0.39 ha); (G) all ancillary

development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (656 spaces) and bicycle parking (672 spaces), single storey ESB substations/bike/bin stores, 'Gateway' entrance signage (2), solar panels at roof level of apartments, and all ancillary site development/construction works; (H) Permission is also sought for revisions to attenuation permitted under SDZ20A/0021 as well as connection to water supply, and provision of foul drainage infrastructure; this application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies this planning application; the application applies for 7-year planning permission for development at this site of c. 17 .02 hectares (on two parcels of land to include entrance area) within the townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin all on wider lands bounded generally by undeveloped lands and the Dublin-Cork railway line to the north, undeveloped lands and the Grand Canal to the south, the R113 (Fonthill Road) to the east and the R136 to the west. The application received permission on 23 August 2022.

SD228/0003: Proposed Social and Affordable housing development comprising of 263 residential units on a site located on lands within Clonburris SDZ, in the subsector known as Kishogue South West which is located on Lynches Lane to the East of the R136 Outer Ring Road. The application received Part 8 approval by council on 11 July 2022

SDZ21A/0013: A 3 storey, 1,000 pupil post primary school (Roll no. 76454S) including a 4 classroom Special Educational Needs Unit with a gross floor area of 11,443sq.m including sports hall and all ancillary teacher & pupil facilities; bicycle parking; staff parking; vehicle drop off/set down areas; internal access roads; hard and soft play areas; piped infrastructure and ducting; plant; landscaping and boundary treatments; PV panels; external courtyards; disabled car parking spaces; ESB substation, ramps & stairs; signage; changes in level and all associated site development and excavation works above and below ground all on a site bounded to the east by the R136 Outer Ring, to the north by the existing site adjacent to south of Griffeen Avenue, to the west to existing site adjacent to Lucan East Educate Together National School and to the south to existing site adjacent to Adamstown Link Road. The proposed development is located within the Clonburris Strategic Development Zone Planning Scheme 2019 area. The application received permission on 21 February 2022.

SD19B/0364: Part demolition of existing single storey extension to the rear of the house and construction of a two storey extension to the side of the existing house which will incorporate a garage at ground floor level and en-suite bedroom at first floor level. The application received permission on 16 December 2019.

SD21B/0546: Construction of single storey extensions to rear and side of existing dwelling; new detached domestic shed to side of dwelling; all associated site works. The application received permission on 28 January 2022.

SD19B/0040: (1) Conversion of existing attic to non-habitable storage use; (2) remodel of existing hip roof profile to half 'Dutch' hip to the side; (3) provision of dormer to the rear. The application received permission on 22 May 2019.

SD19B/0041: (1) Conversion of existing attic to non-habitable storage use; (2) remodel of existing hip roof profile to half 'Dutch' hip to the side; (3) provision of dormer to the rear. The application received permission 22 May 2019.

SD21B/0309: Conversion of existing attic space comprising of modification of existing roof structure; raise gable c/w window and 'Dutch' hip; new access stairs and flat roof dormer to the rear. The application received permission 27 August 2021.

SD22B/0101: Conversion of existing attic space comprising modification of existing roof structure; raising existing gable c/w window and 'Dutch' hip; new access stairs and flat roof dormer to the rear. The application received permission on 15 June 2022.

SD21B/0453: Construction of single storey extension to rear and side of existing dwelling, and all associated siteworks. The application received permission on 13 October 2021.

SD21B/0012: Attic conversion to storage space to include the following: main hipped roof design changed to a gable style roof with a small 'Dutch' hip design, 5 roof lights incorporated on the main roof structure of the rear elevation, new gable wall constructed with matching materials to that of the main house. The application received permission on 12 January 2021.

SD20B/0258: Single storey standalone extension to the rear and attic conversion with all associated site works. The application received permission on 28 October 2020.

SD19B/0284: Part demolish existing boundary wall to side of dwelling and construct new single storey extension to side/rear of dwelling; associated site works. This application received approval on 14 January 2020.

SD20A/0109: 2 storey modular classroom building and a single storey toilet building, steel framed covered walkway structure linking to the existing school, relocation of existing bicycle shelters and all associated site development works. The application received permission on 19 August 2020.

SD18A/0378 & ABP- PL06S.303444: Permission for the continued use for a period of 3 years of the existing 30 metre high, free standing lattice communications structure carrying associated communication equipment to be shared with third party operators, all within a 2.4m high palisade compound following parent permission SD13A/0125. The proposed development is located within the Clonburris Strategic Development Zone. This application received permission for retention on 13 May 2019.

SD20A/0283: Demolition of existing single storey vacant house, garage and outhouse (total gross floor area (GFA) c.291.2sq.m) and removal of existing temporary construction car park; Construction of a single 1-4 storey Central Administration Building and 2 2-storey (with mezzanine) data centres (DUB14 & DUB15) all to be located west of data centres DUB9, DUB10, DUB12 & DUB13 within the MS campus; The Central Administration Building (c.6.03m to c.19.85m high) will comprise central office administration, with staff cafeteria, staff gym and reception (GFA c.3,520sq.m), with provision of PV panels on the roof; each data centre (c.15.6m high to parapet height and c.18.65m to top of roof plant) will include data halls, admin blocks (comprising offices, canteen, loading dock, storage and ancillary areas) and a variety of mechanical and electrical plant areas/structures including Modular Electrical Rooms (MERs), battery rooms and transformer areas. GFA of DUB14 is c.28,072sq.m and GFA of DUB15 is c.28,173sq.m (c.56,246sq.m in total); DUB14 will also include 21 diesel generators and associated sub-stations (E-houses) and 11 mechanical flues (each c.30.75m high); Provision of a gas generator compound (to serve DUB15) containing 20 generators, 5 E-houses and 5 flues (c.25m max height); Provision of a Gas Networks Ireland gas skid including 3 kiosk buildings; Expansion of existing electrical sub-station compound (originally granted under SD07A/0632) to provide 3 additional transformer bays, 3 E-houses and 1 control room, 2 auxiliary transformers; 2 sprinkler tank and pump house areas, 1 additional rainwater harvesting plant; Provision of 168 permanent car parking spaces and 40 cycle parking spaces; Provision of additional western access to the MS campus (to serve the Central Administration Building) from the Business Park estate road (including bridge over the Griffeen River) with existing temporary access to be extinguished; Physical integration with the remainder of the existing MS campus (including internal access roads and landscaping) with associated modifications to the western boundary of the DUB09/DUB10/DUB12/DUB13 data centre development as permitted under SD16A/0088; Provision of a new temporary construction car park (with 802 car spaces, shuttle bus stop and shelter) on site north of the main entrance to the business park; Total gross floor area of the development will be c.59,766sq.m; All associated site development works, drainage and services provision, landscaping, boundary treatments (including security fencing) and associated works; An Environmental Impact Assessment Report (EIAR) has been submitted with this application; The application relates to a development which comprises an activity requiring an integrated pollution prevention and control (IE) licence. The application received permission on 29 March 2021.

ABP-NA06S.316119: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Heuston Station to Glasnevin. Case is due to be decided by 18/09/2023.

SDZ23A/0018: 7 year Planning Permission for development at site of c. 13.75 hectares (on 2 parcels of land consisting of construction of 565 dwellings (mixture of apartments, duplex apartments and houses) in the Clonburris Development Areas CSW-S1 & CSW-S2 of the Clonburris SDZ Planning Scheme 2019 as follows a) 230 houses comprising 1 two bedroom house, 217 three bedroom houses and 12 four bedroom houses, all 2 storey (house types H3, H4, H4S, H5, H6 - 3 no. storeys) comprising semi-detached, terraced, end terrace units (with parking, solar panels and private open space); b) 216 duplex apartments/apartments comprising 108 two bedroom units and 108 three bedroom units, in 20 no. 3 no. storey buildings (in a series of 4, 6, 7, 8 & 9 terraced blocks); c) 119 apartments as follows: Block 81 (4 storeys) consists of 72 apartments (33 one bedroom & 39 two bedroom apartments); Block 82 (4 storeys) consists of 47 apartments (17 one bedroom apartments & 30 two bedroom apartments (all apartments to have terrace or balcony); d) Vehicular access will be from the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 to the east; e) Public Open Space/landscaping of c. 3 hectares (to include Grand Canal Park along the southern boundary of the site to connect to existing Grand Canal towpath) as well as a series of communal open spaces to serve apartments and duplex units; f) The development will also provide for all associated works and infrastructure to facilitate the development to include all ancillary site development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (675 spaces) and bicycle parking (998 spaces), single storey ESB substations/bike/bin stores, green roofs and solar panels at roof level of apartments, and all ancillary site development / construction works; g) Permission is also sought for provision of and connection to water supply foul drainage infrastructure; This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 all on wider lands bounded generally by the Dublin-Cork railway line to the north, the Grand Canal to the south, and undeveloped lands to the east and west and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015; An Environmental Impact Assessment Report accompanies this planning application. The application received a request for additional information on 20 July 2023.

ABP- ZD06S.301962: Balgaddy-Clonburris Strategic Development Zone Planning Scheme. The application received permission on 08 May 2019.

Refer to Section 7.16 for the assessment of likely significant cumulative effects.

5.3 The nature of any associated demolition works

The demolition works will be required to facilitate the construction of the Proposed Scheme however they will be minor in nature and scale and will include general site clearance, removal of metal vehicle restraint barriers on both sides, removal of discrete sections of median barriers, removal of discrete sections of kerb.

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

The Construction Phase of the Proposed Scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the Proposed Scheme. However, it is proposed that minimal construction works will be required during the operational phase and so requirements for resources and materials will be minimal.

The Proposed Scheme works will include increased concrete footpath build outs at signalized junctions and removal of concrete median barrier at signalized junctions. The Proposed Scheme works will include installation of dowelled in bollards and cutting of kerbs, ramp accesses and small sections of footpath to connect into existing footpaths.

The existing storm water drainage network within the study area will be maintained. The impermeable area associated with the proposed works will essentially remain the same. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Some existing road gullies/kerb drains which no longer align with new kerbs/build outs will be decommissioned. New road gullies and connections are required only where the alignment (vertical/horizontal) has changed.

The works will require trees and hedges to be cut back to improve existing footpaths and cycle tracks where overgrown. The footpath links to the new parking spaces will also require removal of discrete sections of hedges and possibly some trees.

5.5 The production of waste

The Proposed Scheme will not require any significant earthworks or excavation along the road extents. The proposed arrangement will be fully contained within the existing R136 road alignment.

Road surfaces to remain may have wearing course planned and re-laid. Removal of line markings to suit new layout. The quantities of Construction and Demolition (C&D) waste generated from the Proposed Scheme is not expected to be significant will be removed from the site and recycled or disposed of in a suitably licensed facility.

5.6 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the Proposed Scheme. These may include effects on sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in SECTION 7:.

There will be a temporary increase in noise during the construction phase of the proposed works. However, levels will not exceed noise levels typical of construction works and will be short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration. Some dust will likely be generated during the construction phase works; however, this nuisance will be managed in line with best practice. There will be no pollution or noise/nuisance following the completion of construction works.

The Protected Sites in Ireland constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites.

While effects will be localised to the site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report. All European Sites that could potentially be affected by the Proposed Scheme were identified using a source-pathway-receptor model. All Protected Sites surrounding the Proposed Scheme are shown in Figure 5. 1 and listed in tables (Table 5. 1, Table 5. 2 and Table 5. 3) below.

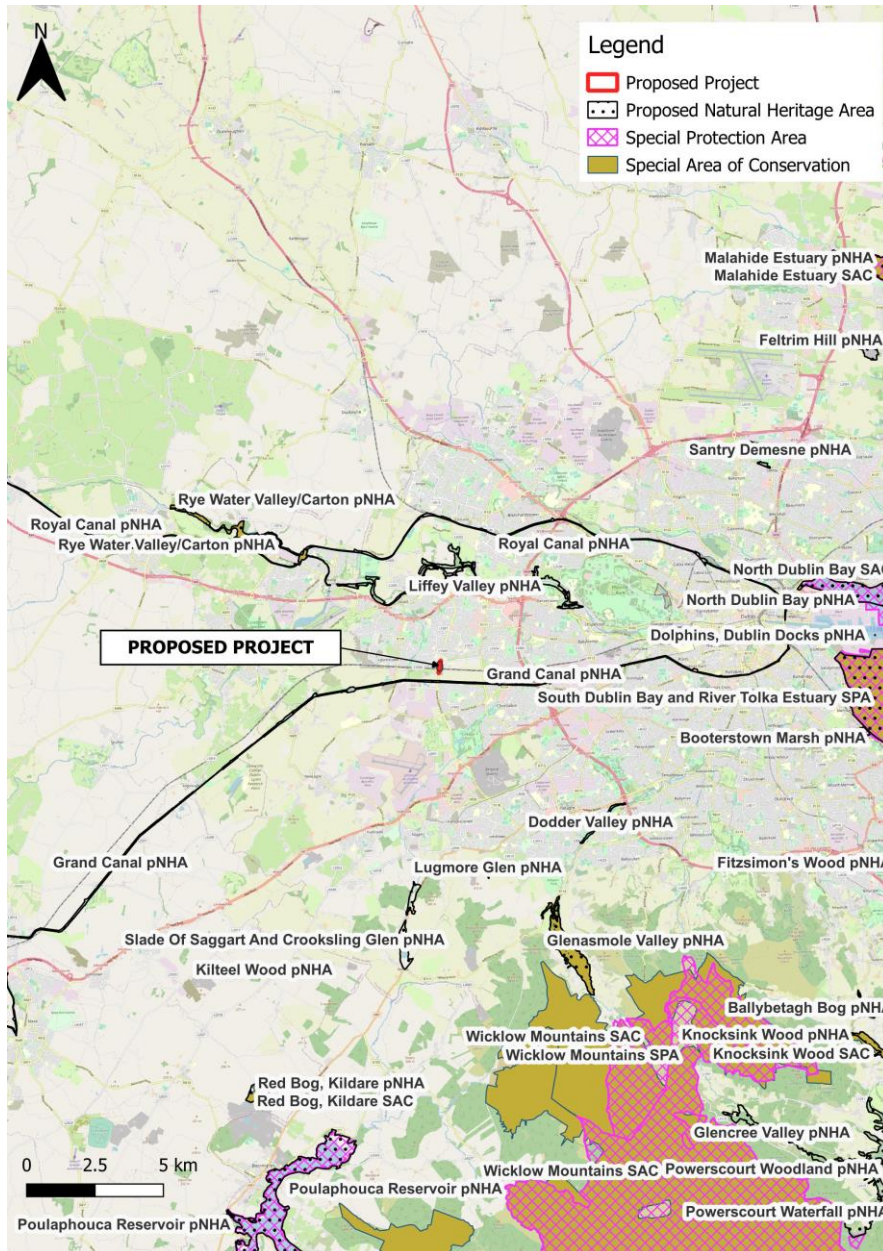


Figure 5. 1: NPWS Protected Sites surrounding the Proposed Scheme(Source: NPWS online mapping)

Table 5. 1 Special Areas of Conservation (SAC) within the surrounds of the proposed project

Site Code	Site Name	Approx. Distance from the Proposed Project
001398	Rye Water Valley/Carnton SAC	4.8km
001209	Glenasmole Valley SAC	9.2km
002122	Wicklow Mountains SAC	11.1km
000210	South Dublin Bay SAC	14.4km

Table 5. 2 Special Protection Areas (SPA) within the surrounds of the proposed project

Site Code	Site Name	Approx. Distance from the Proposed Project
004024	South Dublin Bay and River Tolka Estuary SPA	13.5km
004040	Wicklow Mountains SPA	13.6km

Table 5. 3 Proposed Natural Heritage Areas (pNHA) within the surrounds of the proposed project

Site Code	Site Name	Approx. Distance from the Proposed Project
000210	South Dublin Bay pNHA	14.4km
000206	North Dublin Bay pNHA	13.8km
000178	Santry Demesne pNHA	14.1km
002104	Grand Canal pNHA	285m
000128	Liffey Valley pNHA	2.7km
002103	Royal Canal pNHA	4.2km
001398	Rye Water Valley/Cartron pNHA	4.8km
000211	Slade Of Saggart And Crooksling Glen pNHA	7.6km
001212	Lugmore Glen pNHA	7.05km
001209	Glenasmole Valley pNHA	9.3km
000991	Dodder Valler pNHA	7.9km
001753	Fitzsimon's Wood pNHA	14.7km

No pathway for significant effect on these European Sites was identified, when considered in the absence of any mitigation, individually or cumulatively with other plans or projects and the site is not within the Likely Zone of Impact and is not considered further as detailed in MKO AA Screening report, 2023.

The subject area is situated within the Liffey and Dublin Bay WFD Catchment (Catchment ID: 09) and Liffey_SC_090 Sub-catchment (Sub catchment ID: 09_15) as defined by the EU Water Framework Directive (2000/60/EC) and the LIFFEY_170 sub basin (EU CD: IE_EA_09L012100).

No watercourses or drainage ditches occur within or adjacent to the Proposed Scheme.

The Grand Canal Main Line (Liffey and Dublin Bay) (EU_CD: IE_09_AWB_GCMLE) is located approx. 285m south of the proposed project. Based on monitoring data from 2021, the canal is currently 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The River Waterbody WFD Status for 2016-2021 was 'Good'.

The next nearest waterbody is the LIFFEY_170 (EU_CD: IE_EA_09L012100) flowing in northerly direction and approx. 1.1km to the west of the project. Based on the monitoring data from 2021, the river waterbody is 'At Risk' of achieving its WFD objectives by 2027. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

The 'Dublin' Ground Water body underlies the Proposed Scheme and is under review for WFD status. The Ground Waterbody WFD Status 2016-2021 was 'Good'.

The details of WFD status and WFD Risk for all waterbodies are shown in Figure 5. 2 and presented in Table 5. 4.



Figure 5. 2 Waterbody Status and Water Quality in vicinity of the Proposed Scheme (Source: EPA Mapping)

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

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
Canal	Grand Canal Main Line (Liffey and Dublin Bay)	IE_09_AWB_GCMLE	Not at Risk	Good
River Waterbody	LIFFEY_170	IE_EA_09L012100	At Risk	Poor
Ground Waterbody	Dublin	IE_EA_G_008	Under Review	Good

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

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

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

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

Construction activities to be undertaken are well understood and are commonly practiced in the Clonburris-Kishoge region. During operation, the project will incentivise modal shift in public transport decision making through increased and improved public transport services. It is highly unlikely that any major accidents and / or disaster risk events would occur that present a sufficient combination of risk and consequence that would lead to significant residual environmental effects.

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

Furthermore, the Proposed Scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works' (OPW) website. The record of historic flood events in the vicinity of the proposed site was extracted from the National Flood Hazard Mapping Website www.floodmaps.ie. It is observed from OPW Flood Map Report for the Area that there are no records of historic flood events recorded in the surrounding area of the Proposed Scheme.

It can be concluded that considering the location, the scale and nature of the Proposed Scheme construction work, the site is not vulnerable to either direct or indirect significant effects as a result of flooding. It is also anticipated that any localised drainage issues would be engineered out as required during construction.

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

Therefore, in the context of major accidents and disasters, significant environmental effects are considered unlikely at EIA Screening Stage and not considered further in Section SECTION 7:.

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

The EIA Directive has introduced the requirement to consider the 'direct and indirect significant effects of a project on...population and human health'. The Proposed Scheme is not expected to give rise to adverse risks to human health. The Proposed Scheme will result in modal shift by promoting safe and convenient alternatives to private vehicles. It will enhance use of rail facilities, improve air quality, and reduce people's exposure to unacceptable levels of car related pollution in local area. Therefore, it is expected that the implementation of the Proposed Scheme will result in a reduction of risk to human health arising from contamination or pollution.

The Proposed Scheme has the potential to impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services

and positive effects on population and human health. The potential for likely significant effects on human health is discussed in Section 7.8.

SECTION 6: LOCATION OF PROJECT

Paragraph 2 of Annex III of the EIA Directive sets out the criteria with regard to the location of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section considers the environmental sensitivity of geographical areas likely to be affected by the Proposed Scheme.

6.1 The existing and approved land use

The Proposed Scheme works are entirely within the existing R136 road alignment, which is currently comprised of public paths, roads, cycle paths, etc. within Kishoge townland.

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within the Proposed Scheme extents as artificial surfaces described as industrial, commercial and transport units (road and rail network). The Proposed Scheme site is bound to the east and west by lands identified as agricultural areas described as pastures. The site is bound to the north and south by land identified as artificial surfaces described as urban fabric (discontinuous urban fabric) with a section to the south-east identified as artificial structure described as industrial, commercial and transport units.

The South Dublin County Development plan 2022-2028 identifies the project site within area zoned as Specific Objective - SDZ Planning Scheme Boundary.

Refer to Appendix 3: South Dublin County Development Plan Map for Use Zoning Objectives.

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

The Proposed Scheme is located entirely along a section of the regional road R136. There is no residential land use along the length of the project. Natural resources are considered to include soil, land, water and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure.

The existing storm water drainage network within the project area will be maintained with minimal additional hardstanding proposed i.e., solely the discrete footpath links to the new parking spaces. Drainage alterations consist of through piping existing bridge kerb drains, new bridge kerb drains – all to existing outlets. There will be some minor relocation of gullies to suit new signalised crossing ramps and Universal Access spaces. As such, there is no requirement to upgrade the existing drainage network or outfalls within the project extents.

The Proposed Scheme is underlain by the ‘Lucan Formation’, described as dark limestone & shale, and locally important aquifer, which is moderately productive only in local zones as shown in Figure 6. 1 and Figure 6. 2 respectively. The Proposed Scheme is located within an urban area on public roadways with the subsoils of the surrounding areas identified as limestone till (carboniferous).

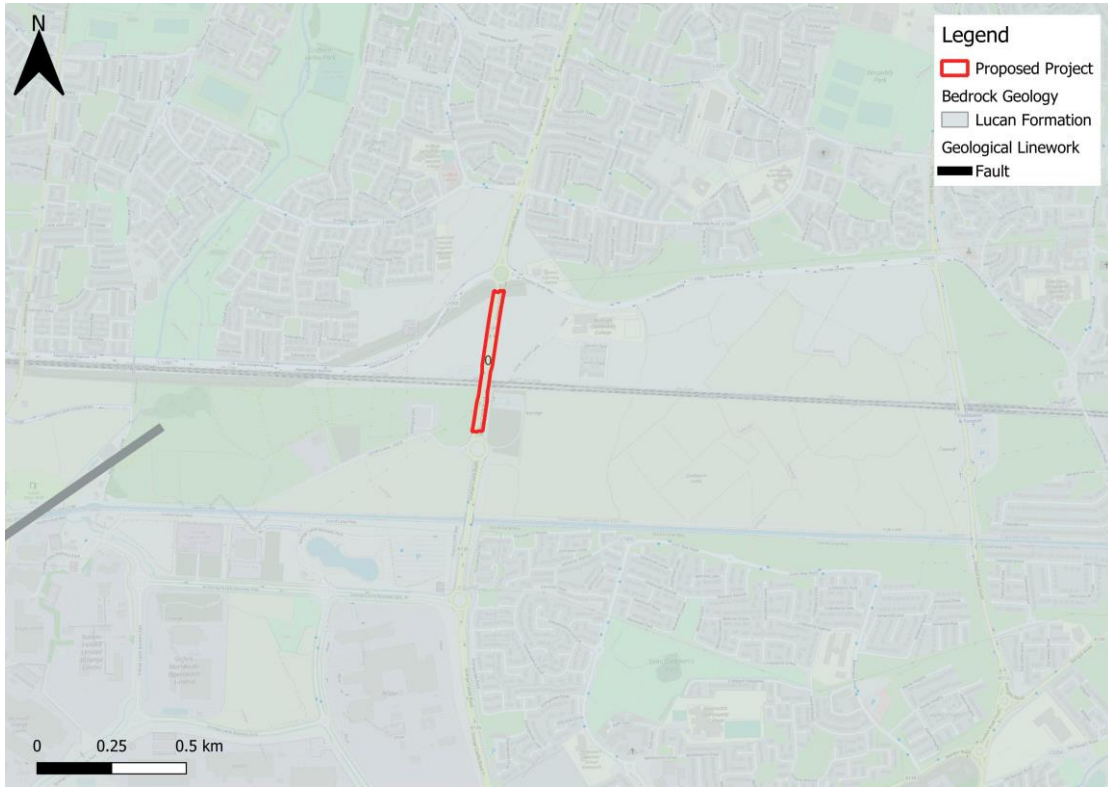


Figure 6. 1: Bedrock Geology (Map Source: Geological Survey Ireland)



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

The Proposed Scheme is in proximity of the Grand Canal (IE_09_AWB_GCMLE) and the Liffey_170 (IE_EA_09L012100). Details of the status of these waterbodies is provided in Table 5. 4 which shows the Grand Canal is 'Good' for Water Framework Directive (WFD) status. The Liffey_170 is 'Poor' for Water Framework Directive (WFD) status 2016-2021 but is located more than a kilometre to the west of the project and flowing in a northerly direction.

Regarding biodiversity, the habitats identified in the AA Screening report (MKO 2023) within the footprint of the Proposed Scheme were classified as **buildings and artificial surfaces (BL3)**. The adjacent habitats consist of **hedgerows (WL1)**, **dry meadows and grassy verges (GS2)** and **treeline (WL2)**. The treelines (WL2) are present inside the fence and walls directly adjacent to the footpaths on the east side of the site.

There are no EU Habitats Directive Annex I habitats present within the Proposed Scheme site boundary. No botanical species protected under the Flora (protection) Order (1999, as amended 2022), listed in the EU Habitats Directive (92/43/EEC), or listed in the Irish Red Data Books were recorded on the site and no suitable habitat occurs within the site. All species recorded are common in the Irish landscape (AA Screening report, MKO 2023).

Trees and hedges will be cut back to improve existing footpaths and cycle tracks where overgrown. The footpath links to the new parking spaces will require removal of discrete sections of hedges and possibly some trees, though intent will be to realign links where possible to avoid removing trees where possible.

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

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

In the description of the Proposed Scheme, the absorption capacity of the natural environment has, in accordance with Regulations, been screened paying particular attention to the following:

6.3.1 Wetlands, riparian areas, and river mouths

The Proposed Scheme is within the Liffey and Dublin Bay WFD Catchment (Catchment ID: 09) and Liffey_SC_090 Sub-catchment (Sub catchment ID: 09_15) as defined by the EU Water Framework Directive (2000/60/EC) and the LIFFEY_170 sub basin (EU CD: IE_EA_09L012100).

No watercourses or drainage ditches occur within or adjacent to the Proposed Scheme.

The Grand Canal Main Line (Liffey and Dublin Bay) (EU_CD: IE_09_AWB_GCMLE) is located approx. 285m south of the Proposed Scheme with connectivity to Dublin Bay. There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained. The majority of the works for the Proposed Scheme will take place on existing hardstanding areas.

The next nearest waterbody is the LIFFEY_170 (EU_CD: IE_EA_09L012100) however as the river is located approx. 1.1km to the west of the project and flowing north it will not be considered further.

6.3.2 Coastal zones and the marine environment

No coastal zones or marine environments will be affected by the Proposed Scheme.

6.3.3 Mountain and forest areas

Proposed Scheme is not situated within a mountain and forest areas. Therefore, no mountains or forest areas will be affected by the Proposed Scheme.

6.3.4 Nature and reserve parks

Proposed Scheme is not situated within or adjacent to a nature or reserve parks. Therefore, no nature and reserve parks will be affected by the Proposed Scheme.

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

No classified or protected areas will be directly affected by the Proposed Scheme.

The designated sites located within proximity of the Proposed Scheme are listed in Table 5. 1, Table 5. 2 and Table 5. 3.

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

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

The nearest waterbody River Liffey is 'at risk' of meeting its WFD objectives by 2027 and its River Waterbody WFD Status for 2016-2021 was 'Poor'. However, due to the size and nature of the Proposed Scheme and the distance of the Proposed Scheme to the river (approx. 1.1km west), there will be no potential impact.

6.3.7 Densely Populated Areas

The Proposed Scheme is not located in a densely populated area.

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

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

There are no Sites and Monuments Record (SMR) or National Inventory of Architectural Heritage (NIAH) located within the project site extents or the immediate surrounds of the Proposed Schemes shown in **Error! Reference source not found.** below.

The nearest SMR or NIAH is Grange Castle which is both SMR (DU00900) and NIAH (11208013). Grange Castle is also listed as Record of Monument and Places (DU017-034) and Record of Protected Structures (RPS Ref -132) in the South Dublin County Development Plan 2022- 2028.

The project site is not located within or in the immediate vicinity of any Architectural Conservation Area (ACA) or candidate.

There is no Industrial heritage located within the Proposed Scheme extents or in the immediate vicinity.

The Proposed Scheme site is located within the 'Urban' Landscape Character Area and falls under the 'Urban Fringe' Landscape Character Area Types as described in the South Dublin County Development Plan 2022-2028.

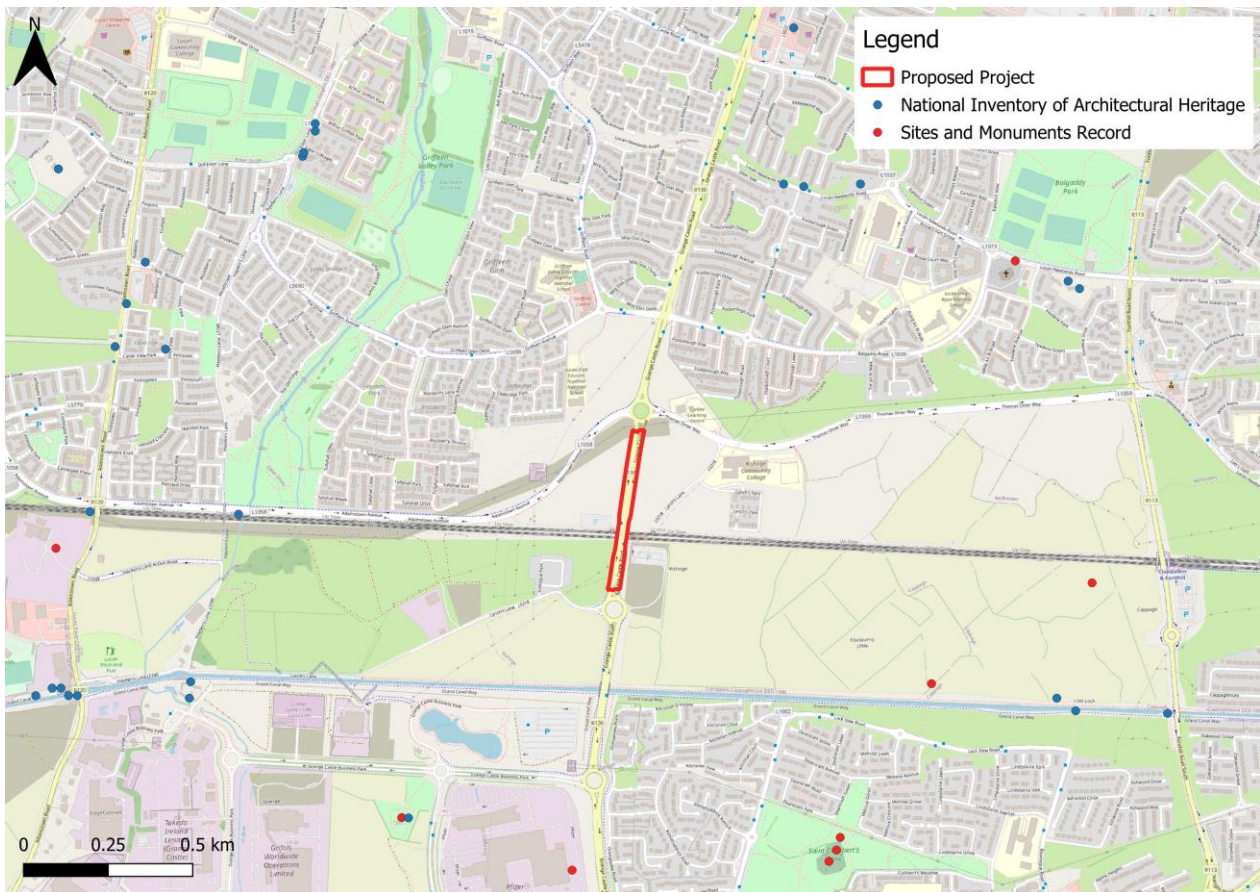


Figure 6. 3: Architectural Heritage and Monuments
 (Source: National Monuments Service 'Historic Environment Viewer')

SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

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

7.1 The magnitude and spatial extent of the impact

This project relates to road upgrade and public realm improvement works in the Clonburris-Kishoge region. The Proposed Scheme works are within the existing road space and footpaths. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

7.2 The nature of the impact

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

7.3 The transboundary nature of the impact

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

7.4 The probability of the impact

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

7.5 Traffic and Transport

The Proposed Scheme will facilitate the opening of Kishoge Railway Station and therefore improve connectivity and use of public transport until such time as the overall Clonburris SDZ is delivered.

As part of the proposed project, it is proposed to implement a 50kph speed limit for this section of road.

The characteristics of the Proposed Scheme are such that road space is being reallocated from thru' lanes for private cars to parking for private cars to encourage the modal shift to use of public transport. Interconnectivity is created by provision of pedestrian crossing points to facilitate commuters arriving/departing the railway station from buses, cycling, walking as well as by car.

The Construction Phase of the Proposed Scheme has the potential to impact people's day-to-day travel activities. Temporary traffic management in the form of Stop/Go, including temporary lane and/or road closures, will be required to undertake the construction activities necessary to complete the proposed works.

Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as bus stops.

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

During Operational Phase, there will be reduction in vehicular traffic due to the increased uptake of public transport. The proposed development also includes the provision of carparking spaces.

Further modal shift to more sustainable modes of transport will result in improvements in terms of cycling, walking and public transport facilities which are likely to result in permanent significant positive effects, including to population, human health and traffic and transport.

7.6 Air Quality

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

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

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

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the short-term nature of construction works and scale of the Proposed Scheme.

During the Operational Phase, it is considered that this project is likely to have a long-term benefit to air and climatic factors through the encouragement and promotion of a modal shift towards public transport and away from private car used which will improve the air quality due to the reduction in volume of vehicles, thus helping reduce the existing CO₂ emissions through a reduction in fuel consumption. Therefore, likely to result in permanent positive effects.

7.7 Noise and Vibration

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

However, there is minimum potential for noise and vibration emissions from construction plant considering the type of works required. Construction activities are considered to be temporary, and the Proposed Scheme has the potential for temporary minor negative effects, during works such as the planning and relaying of the road's wearing course and some minor works to concrete kerbing.

The level of vibration caused during the construction phase is unlikely to generate any significant impacts on surrounding structures.

It is also noted in Section 6.3 above that there are no Sites and Monuments Record (SMR), or National Inventory of Architectural Heritage (NIAH) located adjacent or in the immediate surrounds of the proposed project. Thus, there will be no significant impacts to protected monument, protected structures, and heritage structures within the vicinity of the proposed project.

During the Operational Phase, there will be an improvement in the environment in the context of noise on the route due to the reduction in volume of vehicles.

7.8 Population and Human Health

Sensitive human receptors within the surrounds of the Proposed Scheme in particular to the north and south include residential, community, recreational and commercial facilities.

During the Construction Phase there may be some disruption to road users, pedestrians and cyclists, as well as some noise and dust emissions. A potential slight negative, temporary effect on Population and Human Health is therefore identified during the Construction Phase on vulnerable road users and members of the public commuting through the area as a result of minor disruption and nuisance.

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

The Operational Phase of the Proposed Scheme is expected to result in a permanent significant positive effects on the Population and Human Health of the local community in the Kishoge-Clonburris townlands, through improved urban realm and improved access to public transport.

7.9 Biodiversity

It is concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European Site designated under the Habitats Directive and Birds Directive.

As a result, an Appropriate Assessment is not required, and a Natura Impact Statement will not be prepared in respect of the Proposed Scheme (MKO, 2023).

7.10 Water

No watercourses or drainage ditches occur within or adjacent to the Proposed Scheme.

The Grand Canal Main Line (Liffey and Dublin Bay) (EU_CD: IE_09_AWB_GCMLE) is located approx. 285m south of the Proposed Scheme with the next nearest waterbody the LIFFEY_170 (EU_CD: IE_EA_09L012100) located approx. 1.1km to the west of the project and flowing north.

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

The Proposed Scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle path and footpath network and there is existing drainage infrastructure in place to manage construction and operational related run off. There are only minimal changes required to the existing drainage network or outfalls with very minimal additional hardstanding proposed i.e., solely the discrete footpath links to the new parking spaces, therefore there is no requirement to upgrade the existing drainage network or outfalls within this project extents. Drainage alterations consist of through piping existing bridge kerb drains, new bridge kerb drains – all to existing outlets and relocation of gullies to suit new signalised crossing ramps and Universal Access spaces.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the surface water waterbodies. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures. During Operational Phase, the Proposed Scheme will connect to the existing drainage infrastructure. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

7.11 Land, Soils, Geology and Hydrogeology

The bedrock of the Proposed Scheme is described as being underlain by the 'Lucan Formation', described as dark limestone & shale, and groundwater vulnerability is predominantly 'High'. The Proposed Scheme is underlain by a locally important aquifer, which is moderately productive only in local zones. The Proposed Scheme is located within an urban area on public roadways with the subsoils of the surrounding areas identified as limestone till (carboniferous). Adjacent to the east of the project site, subsoils are predominantly made ground and considering its urban nature, there may be sources of contamination within the made ground.

There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. Having regard to the depth of the proposed excavations (max depth 1m), dewatering is not envisaged to be required during the works. The Proposed Scheme is not expected to give rise to any impacts on hydrogeology.

During the Operational Phase, new gullies will be installed which will divert surface water drainage to the existing drainage network.

Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the Operational Phase of the Proposed Scheme.

7.12 Archaeology, Architectural and Cultural Heritage

There are no Sites and Monuments Record (SMR), Record of Monuments and Places (RMP), National Inventory of Architectural Heritage (NIAH), Industrial Heritage or Architectural heritage areas (ACA) located adjacent or in the immediate surrounds of the proposed project.

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the Proposed Scheme and that the vibration associated with the Proposed Scheme construction works is not expected to be significant, there is therefore no potential effects on archaeology, architectural or cultural heritage during the construction or operation of the Proposed Scheme.

7.13 Landscape and Visual

Existing areas to the north and south of the Proposed Scheme are built-up with predominantly residential land use. Existing lands to east and west are agricultural pastureland currently but are zoned for strategic development as part of the Clonburris SDZ scheme. These lands to the west and east will become similar to those north and south of project site becoming built-up area including various land uses from residential, recreational, commercial, and educational land uses.

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

During the Operational Phase (and within the further development of the Clonburris SDZ), the Proposed Scheme may also alter townscape and visual setting due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments as the character of the road will change to urban with building frontage, hard verges, minimum desirable width footpaths and cycle tracks. As such there will be minor negative effects on the landscape and visual setting during the Operational Phase of the project.

7.14 Waste and Resources

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

All waste materials arising during the construction phase of the Proposed Scheme will be segregated at source and placed in dedicated skips such as general waste, wood, mixed ferrous and concrete rubble on site to maximise the opportunity for reuse/recycling/recovery of materials.

All waste arisings will be transported off site by an approved Waste Contractor holding a current waste collection permit. Materials will be removed off site in skips or using haulage trucks and using the construction traffic egress points. All waste arisings requiring re-use, recycling, recovery or disposal off site will be brought to facilities holding the appropriate certificate of registration, licence or permit, as required.

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

No wastes will be produced during the Operational Phase of the Proposed Scheme.

7.15 Material Assets

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

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

No significant negative effects on material assets are predicted during the Operational Phase of the Proposed Scheme.

7.16 Cumulative Effects

The Proposed Scheme when considered in combination with the other the identified projects and potential projects (Section 5.2) in the area surrounding the Proposed Scheme, is not anticipated to have a significant effect on the baseline environment.

Cumulatively, the Proposed Scheme along with projects identified as part of the Clonburris Strategic Development Zone will improve the public transport in Proposed Scheme area resulting in a positive impact on the environment by promoting a modal shift from private car. As there are no likely significant effects identified as a result of the proposed project, no cumulative effects are identified with the projects identified in Section 5.2

SECTION 8: CONCLUSION

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

For the reasons set out in detail in this EIA Screening Report it is concluded that impacts associated with the Construction and Operational Phases of the Proposed Scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

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

Based on the information provided in this report, it is the opinion of Barry Transportation that there is no real likelihood of significant effects on the environment arising from the Proposed Scheme and that an EIA is not required.

South Dublin County Council, as the competent authority, will make the final EIA screening determination.

APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST

Screening Determination:		
A. Case Details:		
Planning Register Reference:		
Development Summary:	Kishoge Railway Station: Park and Ride	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purpose of AA Screening
Is an IED/IPC/Waste Licence or Wastewater Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant ⁵ assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	
B. Examination:		
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):		
	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):	
(a) The size and design of the whole of the proposed development (including any demolition works):	<p>The Proposed Scheme consists of road works for the provision of new car parking along the R136 carriageway adjacent to Kishoge Railway Station Dublin. The northern extent of project is located at an existing pedestrian crossing to be retained located at the south of the roundabout junction located at Grid Ref.: ITM X 704571 Y 733100. The southern end of the Proposed Scheme is located north of the roundabout junction on the R136 located at Grid Ref.: ITM X 704490 Y 732514. The total works length is approx. 476m in length with an area of approx. 1.55ha of existing carriageway with no works outside the existing road/verge/cycle</p>	

⁵ Relevant assessments are those which have a significant bearing on the project.

	path/footpath. Much of the existing footpaths will be broken out and replaced with concrete with new kerbs built along the existing road carriageway with no upgrades to the drainage network.
(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	The SDCC Planning and ABP websites were consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed scheme. Projects of note are identified in Section 5.2 of this report. Given that there are no likely significant effects identified as a result of the proposed project, no cumulative effects are identified.
(c) Use of natural resources, in particular land, soil, water and biodiversity: <i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i>	The Proposed Scheme works will include increased concrete footpath build outs at signalized junctions and removal of concrete median barrier at signalized junctions. The Proposed Scheme works will include installation of dowelled in bollards and cutting of Kerbs, ramp accesses and small sections of footpath to connect into existing footpath. There will be minimal modifications to existing drainage with no increase in hardstanding envisaged. Modifications will tie into existing public surface water sewer. The works will require trees and hedges to be cut back to improve existing footpaths and cycle tracks where overgrown. The footpath links to the new parking spaces will also require removal of discrete sections of hedges and possibly some trees.
(d) Production of waste: <i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i>	No significant earthworks or excavation required. Minor quantities of waste will be generated during works to footpaths, kerbs and modifications to existing drainage There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of form of concrete removed from median barrier at signalized junctions and removal of metal vehicle restraint barriers.
(e) Pollution and nuisances: <i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i>	There is potential for pollution and disturbances during the Construction Phase of the proposed project. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.
(f) Major accidents and disasters: <i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i>	The Proposed Scheme does not fall within the consultation zone for any Seveso site. The Proposed Scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan.
(g) Risks to human health, for example due to water contamination or air pollution:	The Proposed Scheme has the potential to impact on human health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services

2. Location of proposed development:

<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</p>	<p>If relevant, briefly describe the characteristics of the location</p> <p>(with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally describe the location of the site and its surroundings:</p>	<p>The site of the Proposed Scheme is located at Kishoge railway station in the townland of Kishoge, County Dublin. The Proposed Scheme is located approximately 10km to the west of Dublin City Centre, approximately 2.5km south-east of Lucan and 2.7km north-west of Clondalkin town centres. The site is located along the R136 carriageway to the west of Kishoge railway station. The R136 is intersected in an east to west orientation by the Dublin to Cork railway line at Kishoge station and by the Grand Canal to the South with the lands to the immediate west and east of the station being designated as a site for the establishment of the Clonburris Strategic Development Zone (SDZ), described further in section 2.3 below. To the north and south of the station are existing roads and residential/ public buildings. The site is accessed via the R136 to the north and south, as well as via Thomas Omer Way to the east of the northern roundabout junction and Adamstown Ave to the West.</p>
<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>The nearest EU Designated Site is Rye Water Valley/Cartron SAC (001398) located approximately 4.8km north-west of the proposed project.</p> <p>There are no NHA's in the vicinity of the proposed project. The nearest pNHA to the site is Grand Canal pNHA which is 285m away from the Proposed Scheme extents.</p> <p>There are no nature reserves, or nature designated areas of refuge for flora or fauna in the vicinity of the proposed project.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The Proposed Scheme is within the Liffey and Dublin Bay WFD Catchment (Catchment ID: 09) and Liffey_SC_090 Sub-catchment (Sub catchment ID: 09_15) as defined by the EU Water Framework Directive (2000/60/EC) and the LIFFEY_170 sub basin (EU CD: IE_EA_09L012100).</p> <p>No watercourses or drainage ditches occur within or adjacent to the Proposed Scheme. The Grand Canal Main Line (Liffey and Dublin Bay) (EU_CD: IE_09_AWB_GCML) is located approx. 285m south of the Proposed Scheme with connectivity to Dublin Bay. There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained. The majority of the works for the Proposed Scheme are to take place on existing hardstanding areas. The next nearest waterbody is the LIFFEY_170 (EU_CD: IE_EA_09L012100) however as the river is located approx. 1.1km</p>

	to the west of the project and flowing north it will not be considered further.
(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?	<p>The Proposed Scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.</p> <p>It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>
(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?	There are no Sites and Monuments Record (SMR) / Record of Monuments and Places (RMP) and National Inventory of Architectural Heritage (NIAH) / Record of Protected Structure located within the project site extents or the immediate surrounds of the proposed project. The project site is not located within an Architectural Conservation Area (ACA) and there are no ACAs located in the immediate vicinity. There is no Industrial heritage located within the Proposed Scheme extents or in the immediate vicinity.
(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?	The Proposed Scheme is located in Kishoge townland situated between the densely populated suburban townlands of Lucan and Clondalkin, Co. Dublin, which includes residential, recreational, commercial and educational land uses.

(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?	<p>The Proposed Scheme is underlain by the 'Lucan Formation', described as dark limestone & shale, and locally important aquifer, which is moderately productive only in local zones as shown</p> <p>It is considered that the Proposed Scheme is consistent with the existing land uses and the wider land uses in the surrounding area. Therefore, the Proposed Scheme will not have any significant impact on the underlying bedrock, geology, or hydrogeology of the site.</p>
(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?	The nearest waterbody at risk of meeting its WFD objectives by 2027 is the LIFFEY_170 (EU_CD: IE_EA_09L012100) river. The River Waterbody WFD Status for 2016-2021 was 'Poor' however as the river is located approx. 1.1km to the west of the project and flowing north it can be considered it will not be affected by the proposed project.

<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>The Proposed Scheme does not fall within CFRAM river flood extents. It is observed from OPW Flood Map Report for the Area that there are no records of historic flood events recorded in the surrounding area of the proposed project. It can be concluded that considering the location, the scale and nature of the Proposed Scheme construction work, the Proposed Scheme site is not vulnerable to either direct or indirect significant effects as a result of flooding. It is also anticipated that any localised drainage issues would be engineered out as required during construction.</p>	
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>There are no additional considerations specific to this location.</p>	
<p>3. Types and characteristics of potential impacts:</p>		
<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
<p><i>Population and human health:</i></p>		
<p>A potential slight negative, temporary effect on Population and Human Health is identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance. When completed, the Proposed Scheme is expected to result in a positive effect on Population and Human Health through improved public transport facilities, and improved urban realm.</p>		<p>No</p>
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.⁶ *</i></p>		
<p>No pathway or mechanism for the Proposed Scheme to result in any significant effect on any European Site was identified when considered on its own during the assessment process and therefore there is no potential for it to contribute to any such effects when considered in-combination with any other development. The review of plans and projects did not reveal any additional potential pathways for effect on European Sites that may have arisen as a result of those plans or projects. (MKO, 2023)</p>		<p>No</p>

⁶ And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

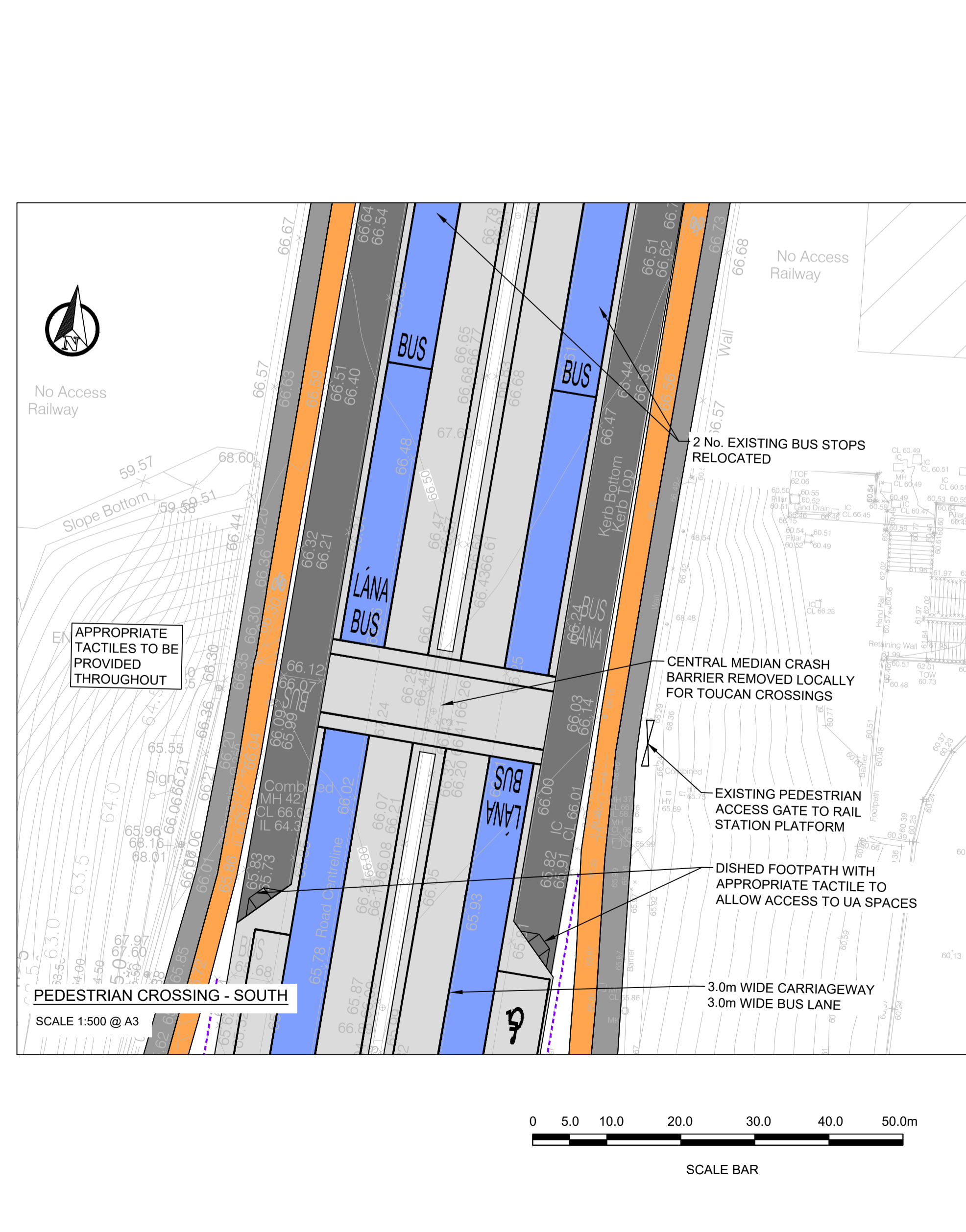
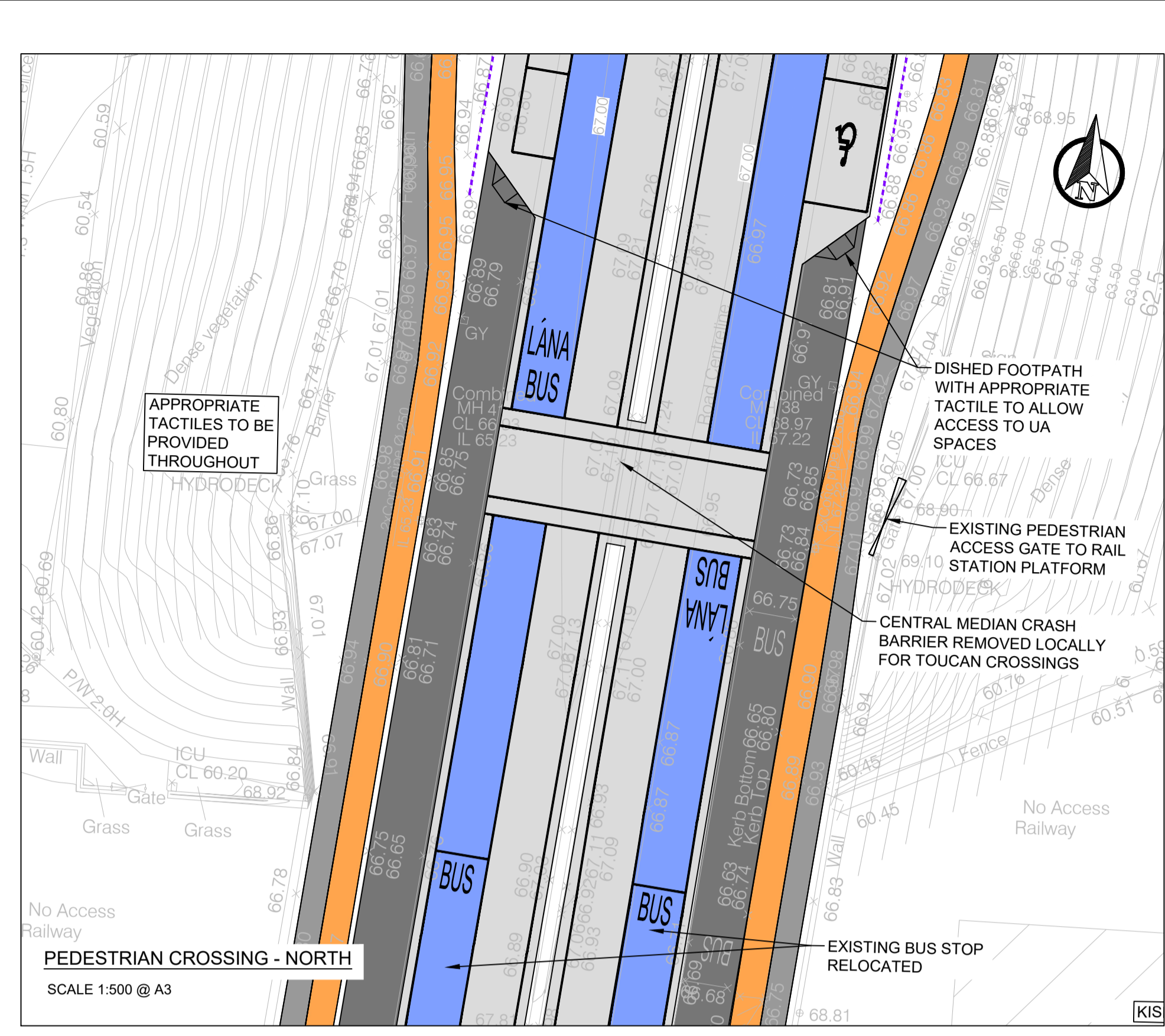
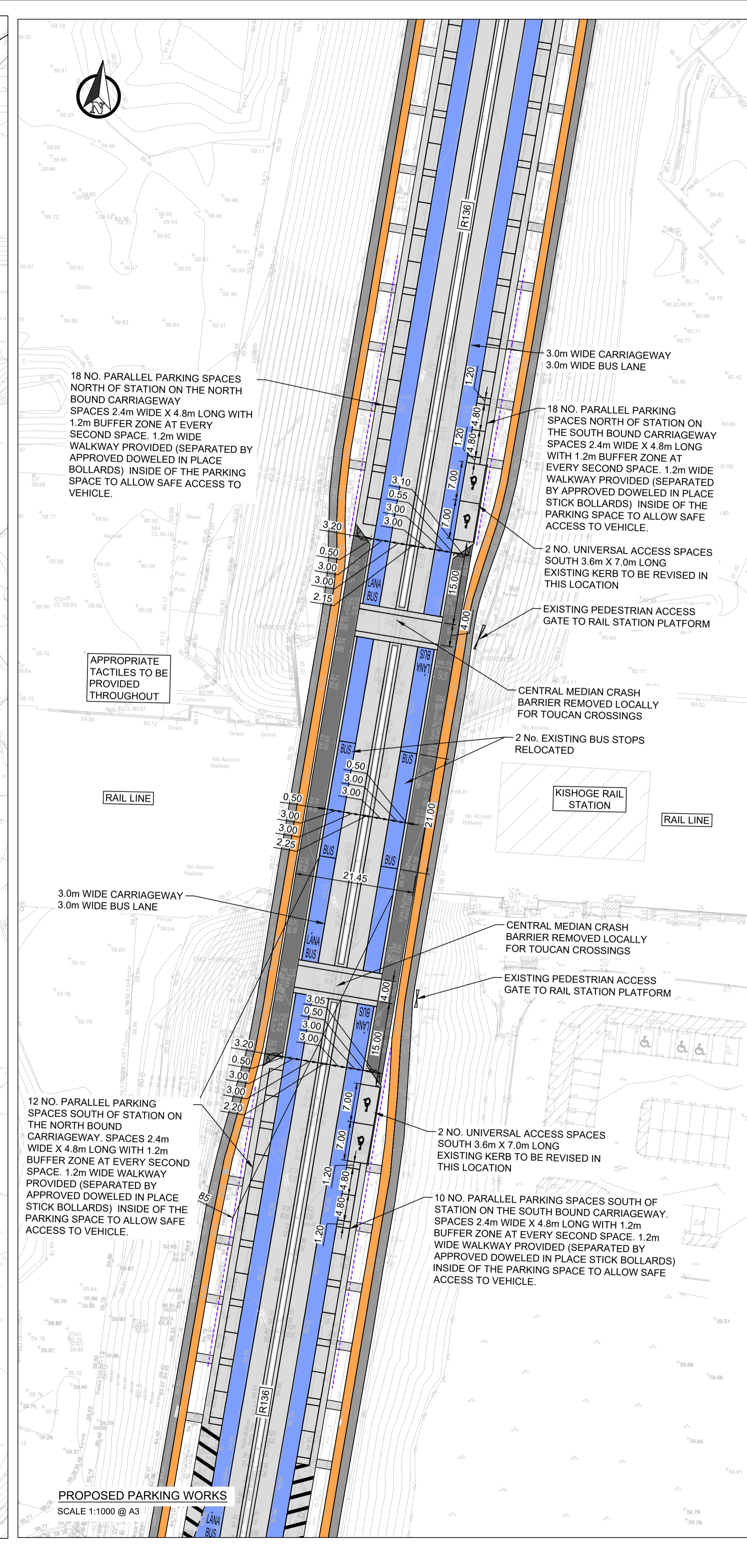
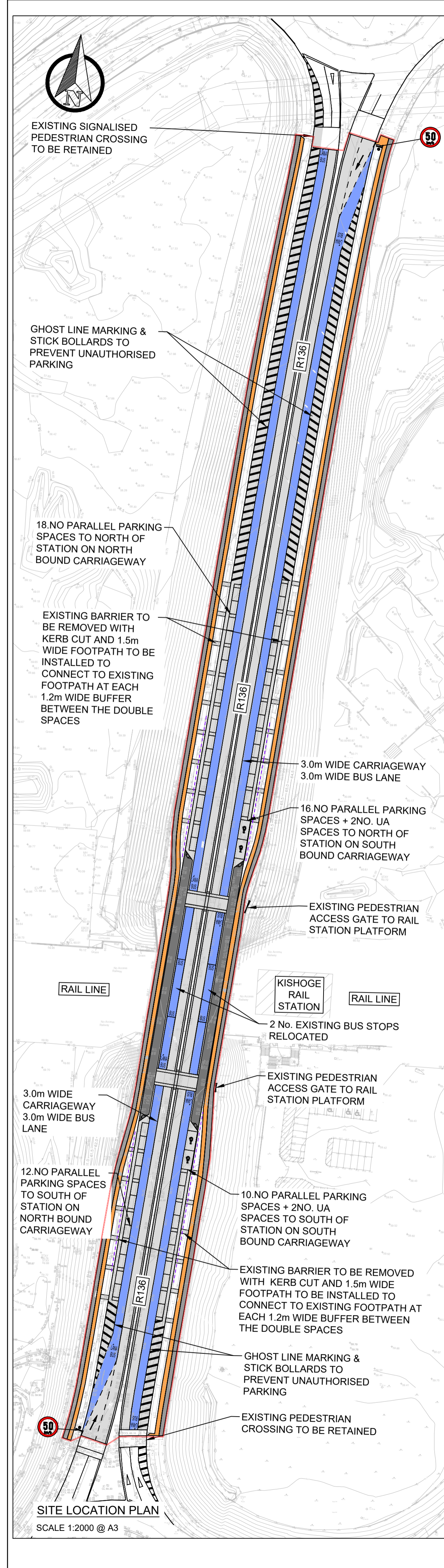
<i>Land, soil, water, air and climate:</i>		
<p>Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.</p> <p>The proposed scheme is underlain by the 'Lucan Formation', dark limestone and shale and a locally important aquifer, which is moderately productive only in local zones. The majority of soils within the project extents are classified as made ground and carboniferous limestone till. Considering its urban nature, there may be sources of contamination within the made ground.</p> <p>The Proposed Scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle lane and footpath network, and there is existing drainage infrastructure in place to manage construction and operational related run off.</p> <p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the operational phase, new gullies will be installed which will revert surface water drainage to the existing drainage network.</p> <p>Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed project.</p> <p>Due to limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.</p>		No
<i>Material assets, cultural heritage and the landscape:*</i>		
<p>No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.</p> <p>There are no Sites and Monuments Record (SMR), Record of Monuments and Places (RMP), National Inventory of Architectural Heritage (NIAH) or Architectural heritage areas (ACA) located adjacent or in the immediate surrounds of the proposed project.</p> <p>There would be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme because of the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting. During the Operational Phase, the Proposed Scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments.</p>		No
<i>Cumulative effects:</i>		
<p>Considering the identified projects and potential projects (Section 5.2) in the area surrounding the Proposed Scheme none are anticipated to have a significant effect on the baseline environment.</p> <p>In combination with projects identified associated with the CLonburris SDZ, there will be a cumulative positive impact</p>		

<p>from the Proposed Scheme with the improvements to public transport in the Kishoge area and the positive impact on the environment by promoting a modal shift from private car.</p> <p>Therefore, no significant negative cumulative effects expected from these projects.</p>		No
Transboundary effects:		
<p>The Proposed Scheme will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed works.</p>	<p>The conclusions of the AA Screening Report have been considered in the preparation of this report.</p>	
4. Additional Considerations:		
<p>Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):</p>	<p>The conclusions of the AA Screening Report have been considered in the preparation of this report.</p>	
Other relevant information/ considerations of note:		
C. Determination:		
<p>No real likelihood of significant effects on the environment.</p>	✓	EIAR is not required
<p>Real likelihood of significant effects on the environment.</p>		EIAR is required

D. Main Reasons and Considerations:
<p>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:</p> <p>(a) Set out the main reasons and considerations specific to the nature, size, or location of the proposed development, and the types and characteristics of potential impacts:</p> <p>(b) Where relevant, reference any key mitigation measures of significance to the screening determination:</p> <p>(c) Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g., SEA, AA screening, AA):</p> <p>(d) Any other relevant information:</p> <p>It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.</p>

APPENDIX 2: KISHOGE RAILWAY STATION PARK & RIDE DESIGN DRAWINGS

File Name: R123 Projects\3301 - Clonburris Stage 1B Infrastructure\SL100.GEN\2D Drawing\3301-JBB-XX-DR_CR_2000-2001_P01.02.dwg



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NOTES

Notes:
1. All levels are in metres and relate to O.S. Datum MALIN.
2. This drawing is reproduced from digital maps:
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LEGEND:

- BUS LANE
- EXISTING FOOTPATH
- PEDESTRIAN PRIORITY ZONE
- EXISTING CYCLE TRACK
- CARRIAGEWAY
- EXISTING ARMCO BARRIER TO BE REMOVED ALONG EXTENT OF PROPOSED PARKING

Rev.	Suit.	Description	Drawn	Chkd	Date
P01.02	S2	FOR INFORMATION	KM	CH	18.08.23
P01.01	S2	FOR INFORMATION	KM	CH	17.07.23

Client's Representative:



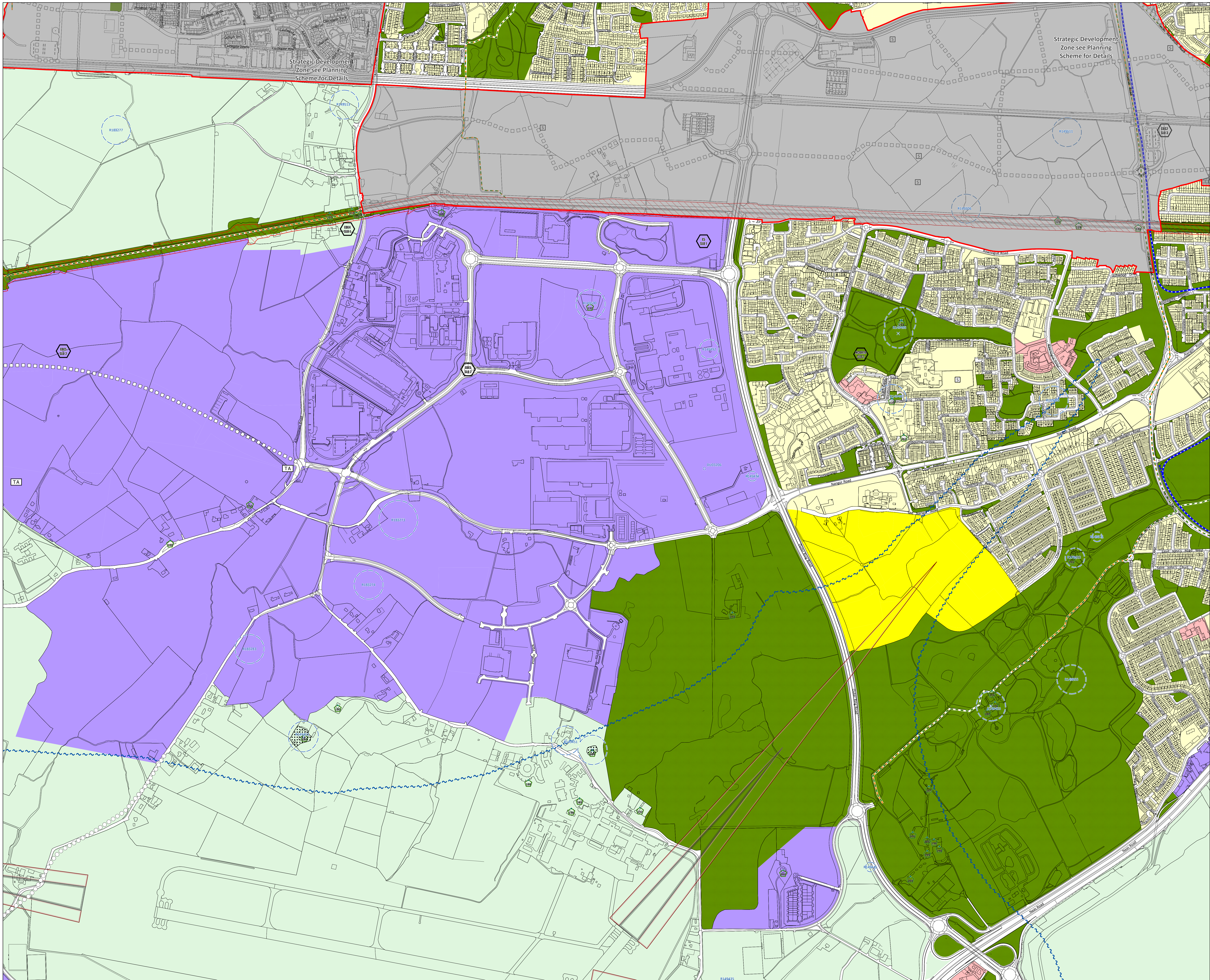
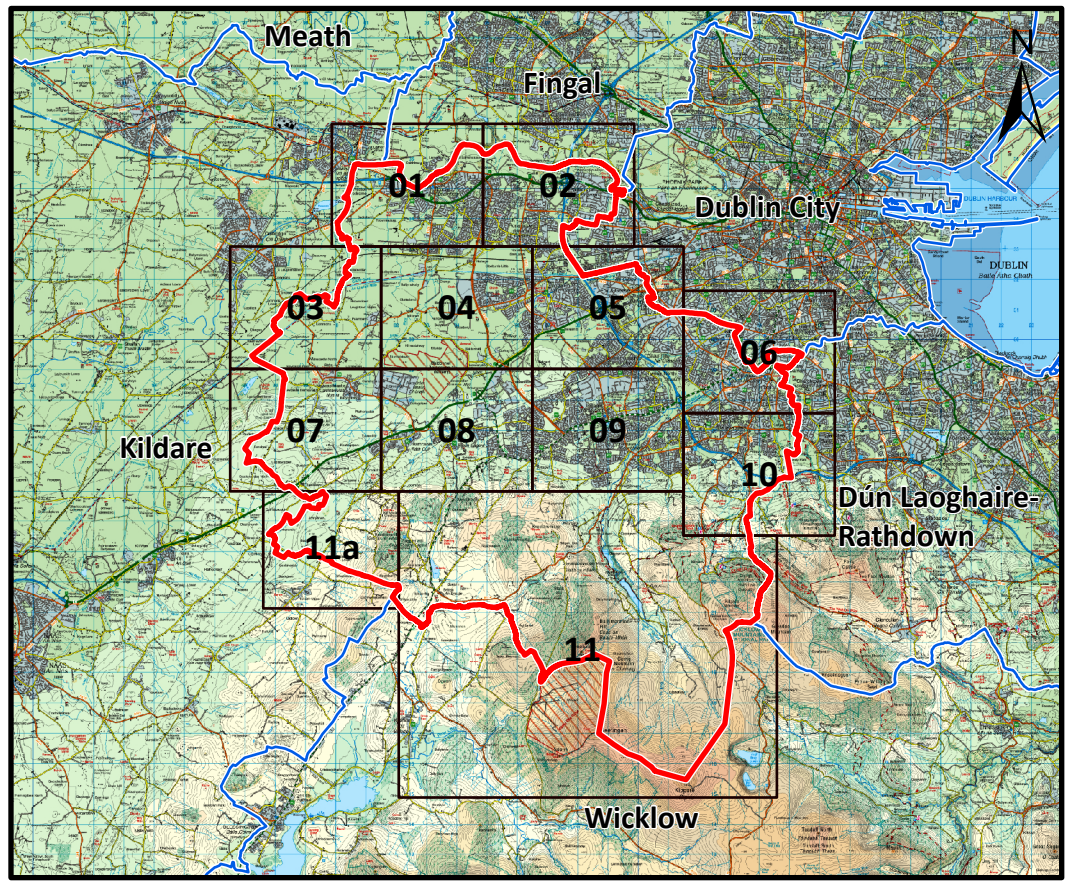
Dublin | Cork | Castlebar
info@jbbarry.ie

Project
**CLONBURRIS STAGE 1B INFRASTRUCTURE
PROPOSED PARK & RIDE KISHOGE**

Drawing Title
**TRANSPORT CONNECTIVITY
PROPOSED LAYOUTS**

Drawn by:	KM	Date:	13.07.23
Checked by:	CH	Date:	13.07.23
Approved by:	CH	Date:	13.07.23
Internal Project REF:	JBB: 23301		
Stage:	FOR INFORMATION		
Drawing No.:	23301_JBB_XXX_CR_DR_2001	Revision	P01.02
		Suitability Code	S2

APPENDIX 3: SOUTH COUNTY DUBLIN COUNTY DEVELOPMENT MAP



- Use Zoning Objectives**
- Objective RES To protect and/or improve residential amenity
 - Objective RES-M To provide for new residential communities in accordance with approved area plans
 - Objective RES-EN To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery
 - Objective TC To protect, improve and provide for the future development of Town Centres
 - Objective MRC To protect, improve and provide for the future development of a Major Retail Centre
 - Objective DC To protect, improve and provide for the future development of District Centres
 - Objective VC To protect, improve and provide for the future development of Village Centres
 - Objective LC To protect, improve and provide for the future development of Local Centres
 - Objective RW To provide for and consolidate retail warehousing
 - Objective EE To provide for enterprise and employment related uses
 - Objective OS To preserve and provide for open space and recreational amenities
 - Objective HA (LU, DV, DM) To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas
 - Objective RU To protect and improve rural amenity and to provide for the development of agriculture
 - SRP To protect and safeguard strategic residential reserve lands for potential future residential growth beyond the lifetime of the plan

- Specific Objectives**
- Proposed School
 - Sevens Site
 - Specific Local Objective
 - To protect and / or provide for a Burial Ground
 - To Provide For Traveller Accommodation (indicative sites)
 - Locations Of Quarry
 - Contour Line
 - SDZ Planning Scheme Boundary
 - County Boundary

- Transportation***
- Proposed/Upgrade Transport Junction
 - Public Right of Way
 - Cycleway Proposal (Cycle South Dublin)
 - Long Term High Capacity Public Transport (RPA Preferred Route)
 - Road Proposal – 6 Year
 - Road Proposal – Medium to Long Term

- Views and Prospect**
- Protect and Preserve Significant View
 - Prospect
 - Tree Preservation Order
 - Tree Preservation Order Boundary
 - Record of Protected Structures (See Written Statement - Appendix 3A)
 - Architectural Conservation Area
 - Sites and Monuments Record
 - Sites and Monuments Record Zone of Notification
 - Bohernabreena Reservoir Catchment
 - Site of Geological Interest
 - Special Protection Area (SPA)
 - Special Area of Conservation (SAC)
 - Proposed Natural Heritage Area (pNHA)
 - Liffey Valley Special Amenity Area Order 1990 (SAAO)

- Aviation****
- Inner Public Safety Zone
 - Outer Public Safety Zone
 - Noise Significant Area

Notes
 * The lines of the Transport Proposals shown on this map are diagrammatic only and are subject to change during the detailed design process.
 ** Refer to the Index Map and Map 12 Aviation related for details of the obstacle limitation surfaces (as explained in Chapter 12, section 12.11.5 Aviation, Airports and Aerodromes) for Casement Aerodrome and Weston Airport.

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SCALE 1:5,000
 0 0.1 0.2 0.4 0.6 Kilometers