

# Bus Bike Route Cycle Scheme, Dublin 12

EIAR Screening Report

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South Dublin County Council

Draft

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## Contract

This report describes work commissioned by South Dublin County Council, by a letter dated 04/10/2021. Conor O'Neill of JBA Consulting carried out this work.

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# Contents

1	Introduction .....	2
1.1	Purpose of this Report .....	2
2	Description of Proposed Works .....	3
2.1	Site Location .....	3
2.2	Proposed Development.....	3
3	Purpose of Screening .....	4
3.1	Legislative Context for EIAR in Ireland.....	4
3.2	The Planning and Development Act 2000 - Mandatory EIAR .....	4
3.3	The Roads Act 1993 (as amended) - Mandatory EIAR .....	5
3.4	Sub-threshold EIAR .....	6
4	Overview of Environmental Impacts .....	7
4.1	Population and Human Health .....	7
4.2	Biodiversity.....	7
4.3	Soils and Geology .....	7
4.4	Hydrology and Hydrogeology .....	8
4.5	Cultural Heritage .....	8
4.6	Air and Climate.....	8
4.7	Noise and Vibration.....	9
4.8	Landscape and Visual.....	9
4.9	Material Assets including Traffic, Utilities, and Waste .....	9
4.10	Cumulative Impacts.....	9
5	Screening Assessment .....	11
5.1	Characteristics of the Proposed Development .....	11
5.2	Location of the Proposed Development .....	13
5.3	Characteristics of Potential Impacts .....	15
6	Conclusions and Recommendations .....	17

## List of Figures

Figure 2.1: Proposed route location .....	3
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## List of Tables

Table 4.1: Natura 2000 sites within 15km of the proposed development .....	7
Table 4.2: Matrix of vulnerability versus flood zone to illustrate appropriate development and that required to meet the Justification Test (South Dublin SFRA) .....	8
Table 5.1: Characteristics of the proposed development .....	11
Table 5.2: Location of the proposed development .....	13
Table 5.3: Characteristics of potential impacts .....	15

## Abbreviations

AA - Appropriate Assessment
CEMP - Construction and Environmental Management Plan
EIAR - Environmental Impact Assessment Report
LAP - Local Area Plan
NIAH - National Inventory of Architectural Heritage
NMS - National Monuments Service
SDCC - South Dublin County Council
SFRA - Strategic Flood Risk Assessment
WFD - Water Framework Directive

# 1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) has been commissioned by South Dublin County Council to prepare an EIAR Screening Report for a proposed cycle route on several roads in Dublin 12, namely Limekiln Lane, Fernhill Road, Whitehall Road, Cherryfield Road, and Greenhills Park (the 'proposed development'). The proposed development, part of SDCC's Cycle South Dublin (2020) plan, consists of a cycle route constructed on existing roadway, with lining and bollards providing separation from motor vehicles.

## 1.1 Purpose of this Report

The purpose of this report is to identify whether there is a need under the Planning and Development Act 2000, as amended, or under the Roads Act (1993-2016), for an EIAR for the proposed development.

Schedule 5 (Parts 1 and 2) of the Planning and Development Act lists the groups of development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Part 2 lists projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

An additional group of projects, which are considered sub-threshold developments under Part 2, may fall below the thresholds set but may, under further analysis, be deemed to have significant effects due to their location within a catchment, size, or proximity to sensitive areas.

Section 50 of the Roads Act lists the groups of road development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 (a) of the Act lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Parts 1 (b-d) list projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria. If such projects are found likely to have significant environmental effects, An Bord Pleanála may direct the road authority to prepare an environmental impact assessment.

This report documents the methodology employed to determine whether the proposed development falls under any of these groups, and therefore will have significant environmental impacts. Rationale has been given for the decision made in reference to the relevant legislation, and additional documents have been referenced where required.

This report is intended for the project as described below. Any significant changes to the project description or location would require preparation of a new EIAR screening report.

An Appropriate Assessment (AA) Screening Report has been prepared by JBA Consulting and has identified any potential impacts to Natura 2000 sites and protected landscapes. This EIAR Screening document, along with the AA Screening Report, will be submitted as part of the planning process for the proposed development.

## 2 Description of Proposed Works

### 2.1 Site Location

The location for the development is South Dublin, between the Kimmage Road West and Limekiln Road. The proposed cycle route will run from Kimmage Road West along Cherryfield Road and Whitehall Road, before crossing Greentrees Road on Limekiln Lane. From here, it will split around St. Paul's Secondary School through Greenhills Park and along Fernhill Road.

### 2.2 Proposed Development

The proposed route is shown in Figure 2.1.

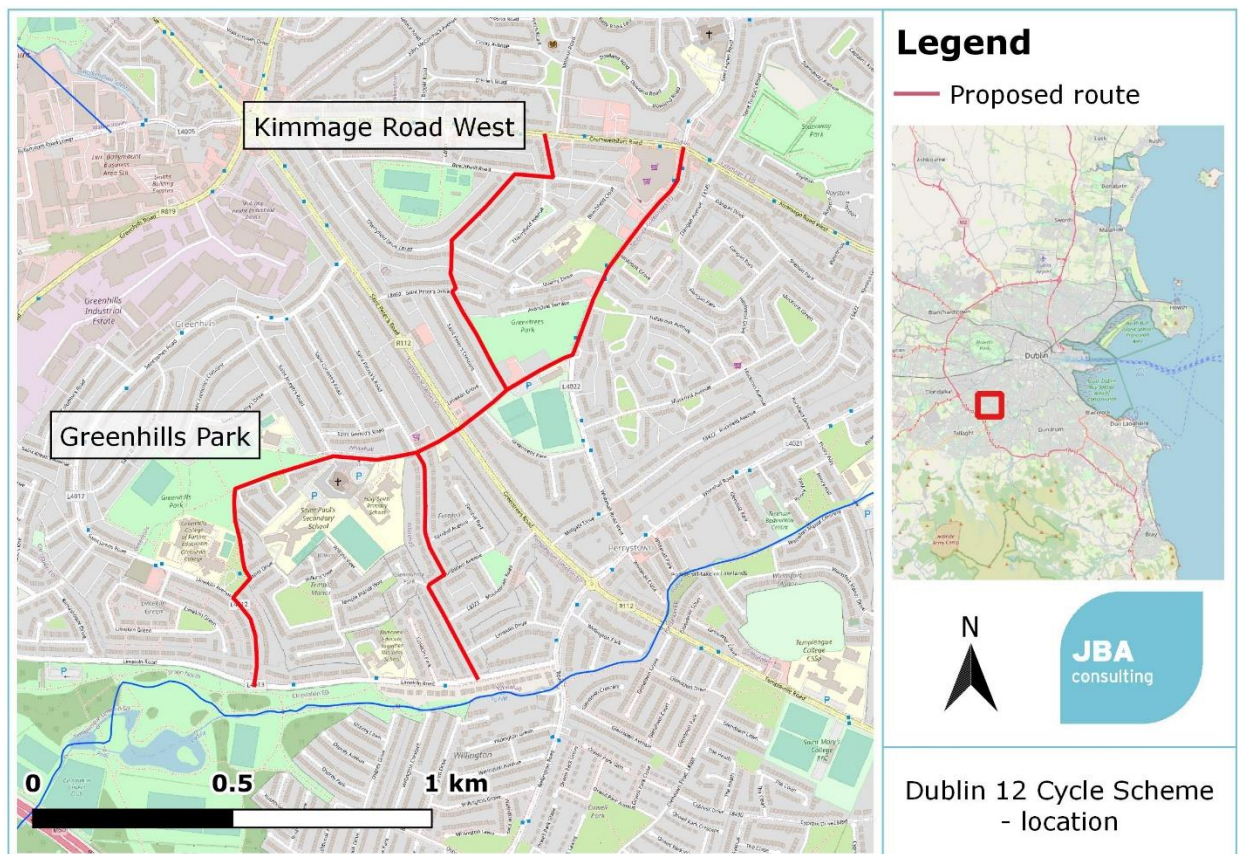


Figure 2.1: Proposed route location

The proposed development will run along the existing roads, and will consist of lining and bollards. The scheme is approximately 3.5km in length.

The proposed development is part of the Cycle South Dublin (2020) plan. Cycle South Dublin is an ambitious programme of work that reflects the increasing importance of making cycling a realistic and integral part of how people move around the County. It proposes a set of 41 projects that would deliver nearly 210km of new and improved cycle lanes over the next ten years.

The objectives of the Cycle South Dublin programme are to:

- Provide a comprehensive and connected cycle network across South Dublin;
- Make cycling a more achievable mode of transport for all adults and children; and
- Improve the cycling identity of the County.

## 3 Purpose of Screening

### 3.1 Legislative Context for EIAR in Ireland

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended, and in Section 50, Parts 1 (b-d) of The Roads Act 1993, as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 of the Planning and Development Act, or under Section 50 Parts 1 (b-d) of the Roads Act may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

The principal legislation under which an EIAR may be undertaken for various developments is The Planning and Development Act 2000, as amended, and for road developments is The Roads Act, 1993, as amended. Further regulations are explained in The Planning and Development (Environmental Impact Assessment) Regulations 2001-2018, and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019.

Legislation is examined below as to whether an EIAR will be required for this project.

### 3.2 The Planning and Development Act 2000 - Mandatory EIAR

The Planning and Development Act 2000, as amended, Section 172 sets out the types of projects that require an Environmental Impact Assessment Report (EIAR):

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 exceed any relevant quantity, area or other limit specified in that Part, or
    - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
  - ii. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either-
    - I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
    - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
- 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 exceed the relevant quantity, area or other limit specified in that Part, and
  - ii. the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.

#### 3.2.1 Part 1 of Schedule 5 of the Planning and Development Regulations 2001-2018

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

### 3.2.2 Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2018

The proposed development does not fall under any categories in Part 2 of Schedule 5.

### 3.3 The Roads Act 1993 (as amended) - Mandatory EIAR

The relevant summaries of legislative requirements for EIAR Screening for road developments are set out in Table 3.1 below. A cycleway is defined as a public road reserved for the exclusive use of cyclists and pedestrians, as per Section 68 of the Roads Act, 1993.

Table 3.1: Mandatory EIA for road projects, adapted from NRA (2008)

Mandatory		Regulatory Reference
1) Construction of a motorway		S. 50(1)(a)(i) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
2) Construction of a busway		S. 50(1)(a)(ii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
3) Construction of a service area		S. 50(1)(a)(iii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
4) Any prescribed type of road development consisting of the construction of a public road or the improvement of an existing road, namely:	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993)
	The construction of a new bridge of tunnel which would be 100 metres or more in length.	

Mandatory		Regulatory Reference
(5) Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(6) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(7) In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 ( S.I. No. 477 of 2011 ),	S. 50(1)(d) of the Roads Act, 1993, as inserted by Art. 14(a) of the EIA (Amendment) Regulations, 1999.
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	

	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000	
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The proposed development will consist of limited repaving and realignment of sections of roadway in order to create a cycle route. The proposed scheme does not fall under any of the categories outlined above. Therefore, an EIAR has not been automatically triggered for this proposed development.

### 3.4 Sub-threshold EIAR

In accordance with the requirement to submit an EIAR with sub-threshold planning application (Article 103 of the Planning and Development Regulations 2001-2018), where a planning application for sub-threshold development is not accompanied by an EIAR, and the Planning Authority considers that the development is likely to have significant effects on the environment it shall, by notice in writing, require the applicant to submit an EIAR. This process therefore occurs after submission of an application, if that application is not accompanied by an EIAR.

The decision as to whether a development is likely to have 'significant effects' on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001-2018. Schedule 7A requires that the following information be provided for the purposes of screening sub-threshold development for EIAR:

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 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.
  - c) The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2018 (DHPLG 2018).

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

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

- i. Characteristics of Proposed Development
- ii. Location of Proposed Development
- iii. Characteristics of Potential Impacts

For the purposes of assessing if the development is likely to have significant effects on the environment in reference to these three parameters, the project is examined below in further detail.

## 4 Overview of Environmental Impacts

An overview of the potential environmental impacts of the development, according to theme presented in an EIAR, is provided below.

### 4.1 Population and Human Health

Once operational, the development will provide a positive impact to population and human health, by providing an attractive amenity for recreation and transport. The improvement of cycling infrastructure in the area will provide a higher level of safety for those using bicycles, and may induce others to use bicycles in the area. The route will also greatly increase safety for students cycling to St. Paul's Secondary School along those roads.

During construction, there is a risk to the health and safety of workers on the development, as with any construction project. This will be mitigated against by the operational plans devised by the contractor.

Residences in the vicinity of the proposed development will experience some negative impacts during the construction phase of the development. These will be temporary, and will be mitigated against by the operational plans devised by the contractor and adherence to standard best practice regarding control of noise and vibration, dust, and limitations on working hours.

### 4.2 Biodiversity

Ecological receptors that must be examined include protected Natura 2000 sites under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), as well as species protected under the Wildlife Act (1976), and any ecological receptors which may be negatively impacted by the proposed development, both directly and indirectly.

#### 4.2.1 Proximity to Protected Sites

An Appropriate Assessment (AA) Screening has been completed by JBA Consulting for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Those sites within the 15km plus hydrological extension Zone of Influence of the proposed development are shown in Table 4.1.

The AA Screening determined that there are no likely significant impacts on any Natura 2000 sites as a result of the proposed development.

Table 4.1: Natura 2000 sites within 15km of the proposed development

Natura 2000 site	Site Code	Distance via nearest watercourse
<b>South Dublin Bay and River Tolka Estuary SPA</b>	004024	12.7km
<b>South Dublin Bay SAC</b>	000210	16.6km
<b>North Bull Island SPA</b>	004006	15.2km
<b>North Dublin Bay SAC</b>	000206	15.2km

#### 4.2.2 Other Ecological Receptors

An ecological walkover survey was conducted by JBA ecologists to assess the presence of protected or other notable species. The primary habitats along the route are existing paths and roadways and other artificial surfaces. The route is often lined with trees and a grassy verge, or some short stretches of hedgerow, providing potential habitat for breeding birds and commuting bat species. No protected floral or fauna species that are qualifying interests of a Natura 2000 site were recorded during the survey.

### 4.3 Soils and Geology

The underlying bedrock of the site is composed of dark grey to black limestone and shale.

The subsoils underlying the site are mainly made ground, with a small section of alluvium at the eastern end, and a small section of limestone till in Greenhills Park.

## 4.4 Hydrology and Hydrogeology

### 4.4.1 Surface Water

The proposed site lies within the Water Framework Directive (WFD) Liffey and Dublin Bay catchment and Dodder\_SC\_010 sub-catchment (EPA, 2020). The route does not cross over any river waterbodies. The closest to the proposed route is the River Poddle as it flows through Tymon Park, south of Limekiln Road.

The River Poddle (PODDLE\_010) is At Risk, but has not been assigned a WFD status.

The South Dublin Strategic Flood Risk Assessment outlines a matrix of vulnerability versus flood zones for proposed developments (Table 4.2). Local transport infrastructure is listed as less vulnerable development in the SFRA. The proposed development is outside Flood Zones A and B. Therefore, the development is appropriate as per the SFRA.

During construction, there is the potential for emissions of dust and silt into surface waterways. This could therefore lead to a reduction in water quality if contamination reaches waterbodies. This is unlikely to occur given the distance to surface waterbodies. Provided standard protection measures during construction are put in place, this is unlikely to occur.

Once operational, the development is unlikely to result in surface water impacts.

Table 4.2: Matrix of vulnerability versus flood zone to illustrate appropriate development and that required to meet the Justification Test (South Dublin SFRA)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

### 4.4.2 Groundwater

The groundwater body underlying the site is Dublin (IE\_EA\_G\_008), which is Good status and Under Review.

Groundwater vulnerability, a measure of the likelihood of groundwater contamination occurring, is moderate to high across most of the site, with some sections extreme. Most of the site is therefore at high risk of groundwater contamination, with small areas at a higher risk.

There are no Groundwater Zone of Contribution sites listed by the EPA near the development site, nor any drinking water sites with groundwater abstraction that are not on the groundwater quality monitoring network.

## 4.5 Cultural Heritage

There are no National Inventory of Architectural Heritage (NIAH) or National Monuments Service (NMS) sites near or adjacent to the proposed route.

## 4.6 Air and Climate

There is potential for impacts to air quality through emissions during the construction phase of the development, due to the operation of machinery on site and transport of materials to and from the site. These impacts will be mitigated against with measures outlined in the contractor's operating plans.

The proposed development will not give rise to any significant impacts on air quality or climate during operational period. The proposed development may lead to positive air and climate impacts by leading to an increase in cycling along the route, and a subsequent decrease in car use.

## 4.7 Noise and Vibration

There is potential for localised noise and vibration impacts to residential properties in the vicinity of the proposed development during the construction phase due to operation of machinery on site. These impacts would be temporary and only during the construction phase. Mitigation measures against such impacts will be outlined in the operating plans to be devised by the contractor.

The proposed development will not lead to any significant noise or vibration impacts during operational period. Any decrease in car use due to the proposed development would lead to a decrease in noise impacts from cars.

## 4.8 Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners.

## 4.9 Material Assets including Traffic, Utilities, and Waste

### 4.9.1 Traffic

During construction, limited road closures or diversions will be necessary in certain locations. This will result in a temporary disruption for road users. Alternative routes are available in the area.

Once operational, the proposed development will have no negative impacts on traffic as the cycle route will be segregated from motor vehicles. The proposed route will have a positive impact on traffic as it will lead to an increase in trips by bicycle in the area.

### 4.9.2 Utilities

The proposed development will not require service diversions or the provision of services.

### 4.9.3 Waste

During construction, a waste management plan will be devised and implemented by the contractor on site. The volume of waste removed will dictate whether a Certificate of Registration (COR), permit or licence is required by the receiving facility. Once all available beneficial reuse options have been exhausted, the options of recycling and recovery at waste permitted and licensed sites will be considered.

Once operational, the proposed development will not generate waste.

## 4.10 Cumulative Impacts

### 4.10.1 Plans

#### South Dublin County Development Plan 2016-2022

The proposed development is in line with the South Dublin County Development Plan 2016-2022. It is an objective of the Council to re-balance priorities towards sustainable modes of transportation by prioritising walking and cycling facilities.

- TM3 Objective 1: To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.
- TM3 Objective 2: To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.
- TM3 Objective 3: To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.

- TM3 Objective 4: To prioritise the upgrade of footpaths, public lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers.
- TM3 Objective 5: To provide that planning permissions granted for the development of all new schools or for existing schools where 25% or greater expansion in classrooms is proposed, should include a requirement for the provision of cycle paths from the school to join the nearest cycle network, where feasible.
- TM3 Objective 6: To ensure that all walking and cycling routes have regard to pertaining environmental conditions and sensitivities and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.

#### Cycle South Dublin 2020

The proposed development is part of the Cycle South Dublin (2020) plan. Cycle South Dublin is an ambitious programme of work that reflects the increasing importance of making cycling a realistic and integral part of how people move around the County. It proposes a set of 41 projects that would deliver nearly 210km of new and improved cycle lanes over the next ten years.

The objectives of the Cycle South Dublin programme are to:

- Provide a comprehensive and connected cycle network across South Dublin;
  - Make cycling a more achievable mode of transport for all adults and children; and
- Improve the cycling identity of the County.

#### 4.10.2 Projects

There are several other recent developments or planning applications in the vicinity of the proposed project. Larger development planning applications in the near vicinity from the last three years that have been granted permission are listed below. Applications for home extensions, internal alterations and retention are not considered.

Another cycle route is to be constructed on Templeville Road and Greentrees Road to the south of the proposed route. These two proposed schemes will be complementary and will lead to a greater network of cycle routes in the area, contributing to the CDP objectives outlined in Section 4.10.1.

Planning Application Reference	SD19A/0207
Development address	Riverview Educate Together, Limekiln Road, Greenhills, Dublin 12
Description:	Single storey prefabricated building containing three classrooms of 79.8sq.m each; the new single storey prefabricated building is proposed to be located on the north corner of the site along with associated ground works.
Final Decision on Application	Grant permission
Decision Date	21-Aug-2019

The potential for cumulative impact of the plans and projects identified above are assessed in the Screening section below in combination with the currently proposed project.

## 5 Screening Assessment

### 5.1 Characteristics of the Proposed Development

To determine whether the characteristics of the proposed development are likely to have significant impacts on the environment, the following questions are answered in Table 5.1, following guidelines set out in Guidance for Consenting Authorities regarding Sub-Threshold Development (DoEHLG 2003).

Table 5.1: Characteristics of the proposed development

Characteristics of the Proposed Development - Screening Questions	Comment
<b>Could the scale (size or design) of the proposed development be considered significant?</b>	The proposed development is a cycle route, which will be placed on existing roads and footpaths. As the proposed development will be similar to the existing condition, the scale is not significant.
<b>Considered cumulatively with other adjacent proposed developments, would the size of the proposed development be considered significant?</b>	<p>The proposed development will tie in with existing and proposed developments in the area which have included or aim to include cycle routes. There are no significant road infrastructure projects proposed in the area. Overall, the size of the proposed development will be minor.</p> <p>As such, the cumulative effect is not expected to be significant.</p>
<b>Will the proposed development utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?</b>	In terms of land area, the proposed development is small, to be placed on existing roads or footpaths. There will be no use of biodiversity. Excavated material will be reused as fill where appropriate. No water is required for the development. Therefore, there will not be a significant quantity of natural resources used.
<b>Will the proposed development produce a significant quantity of waste?</b>	<p>No. A small quantity of waste is expected to be produced during construction. Waste generated during construction will be disposed of at appropriately licenced agents.</p> <p>Once operational, the proposed development will not produce waste.</p>
<b>Will the proposed development create a significant amount or type of pollution?</b>	No. Temporary air and noise pollution may occur during the construction phase, but will be mitigated against by operational plans devised by the contractor.
<b>Will the proposed development create a significant amount of nuisance?</b>	<p>No. During construction, some noise and vibration will be created, however this will be temporary and short-term. Construction works will be limited to certain times of day to avoid nuisance to residences in the vicinity of the proposed development.</p> <p>Road closures during construction will cause a temporary disruption for local residents. Alternative routes are available in the area.</p> <p>Once operational, the proposed development will not produce a significant amount of nuisance.</p>

<b>Will there be a risk of major accidents having regard to substances or technologies used?</b>	<p>No. The risks of this development will be those typically associated with normal construction practices.</p> <p>Construction machinery will be used during the construction phase and will be operated by licensed contractors, and following best practice guidance.</p>
<b>Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?</b>	<p>The proposed development is outside the Flood Zone A and B extents as described in the SDCC SFRA. Risk of natural disasters to the project is therefore low, and the development is appropriate for the area as per the SFRA.</p>
<b>Will there be a risk to human health (for example due to water contamination or air pollution)?</b>	<p>No. Any potential risk to human health will be as a result of the construction phase of this project. All contractors will be subject to best practice methodologies and risk assessments in order to minimize any risk to human health.</p>
<b>Would any combination of the above factors be considered likely to have significant effects on the environment?</b>	<p>No. The development is relatively small scale. The environmental impacts are predictable and easily mitigated through the use of best practice guidelines during the construction phase. As such, significant impacts on the environment are not expected as a result of the proposed development.</p>

**Conclusion:** The characteristics of the proposed development are not considered likely to result in a significant impact on the environment by virtue of its size, nature or operational activities.

**Reasoning:** The proposed cycle route is small in extent, to be built on existing roads or footpaths. Any environmental or noise impacts will be during the construction phase and not during operation of the development. Construction will not require significant use of natural resources, nor will it generate significant amounts of waste.

## 5.2 Location of the Proposed Development

The following questions are answered below in Table 5.2 to determine whether the geographical location of the proposed development can be considered ecologically or environmentally sensitive.

Table 5.2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comment
<b>Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g., SAC, SPA, pNHA)?</b>	No. The AA Screening for the site concluded that there are no Natura 2000 sites likely to be directly or indirectly impacted by the development.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Priority Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on species listed as Annex II in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?</b>	No. An ecological walkover survey of the site found no evidence of protected species or their breeding places.
<b>Has the proposed development the potential to impact directly or indirectly on the existing or approved land use?</b>	No. The proposed development is in line with the approved land use under the SDCC CDP, and will not require any additional land take.
<b>Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?</b>	No. The proposed development will not impact the relative abundance, availability, or regenerative capacity of natural resources. There is a risk of temporary impacts to groundwater quality during the construction phase, however this will be mitigated by the implementation of best practice guidance regarding working near water, to be implemented and followed by the appointed contractor.  Once operational, there are no potential impacts to natural resources.
<b>Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?</b>	No. There are no recorded archaeological or architectural features on site or in the near vicinity of the proposed development.
<b>Has the proposed development the potential to impact directly or indirectly on listed or scenic views or</b>	No.

**protected landscapes as outlined in  
the County Development Plan?**

Conclusion: The location of the proposed development is not considered likely to result in a significant impact on the environment.

Reasoning: The proposed development is located on the existing road, and will require no road widening, using the existing road surface and footpaths. There are no Natura 2000 sites or designated ecological sites which will be impacted by the proposed development.

### 5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5.3, in line with Guidance on EIA Screening - June 2001, prepared for the European Commission by ERM (UK), to determine whether the environmental impacts of the development can be considered significant.

Table 5.3: Characteristics of potential impacts

Characteristics of Potential Impacts - Screening Questions	Comment
<b>Will there be a large change in environmental conditions?</b>	No. The proposed development is small in scale, constituting a minor realignment of existing road lanes and pathways to accommodate the cycle lane. Any changes will be limited in extent.
<b>Will new features be out of scale with the existing environment?</b>	No. The proposed development will be similar in scale to other cycle routes and footpaths in the area.
<b>Will the effect be particularly complex?</b>	No. The primary environmental impacts are expected to occur during the construction phase, and will be mitigated by operational plans devised by the on-site contractor. These include temporary impacts to air quality, noise and vibration, and through the generation of waste.
<b>Will the effect extend over a large area?</b>	No. Given the small scale and nature of the proposed development this is highly unlikely.
<b>Will there be any potential for trans-frontier impacts?</b>	No.
<b>Will many people be affected?</b>	Only residents and business owners in the local vicinity will be affected by the construction phase, however such impacts will be temporary.
<b>Will many receptors of other types (fauna and flora, businesses, facilities) be affected?</b>	No. Impacts on other receptors are expected to be temporary and limited to the construction phase. Once operational, impacts to receptors are expected to be negligible.
<b>Will valuable or scarce features or resources be affected?</b>	No. The route will not pass near any features listed on the NIAH or NMS.
<b>Is there a risk that environmental standards will be breached?</b>	No. The appointed contractor will be contractually obligated to follow environmental guidance and standards, which will be outlined in the contract documents and operating plans devised for construction.
<b>Is there a risk that protected sites, areas, features will be affected?</b>	No.
<b>Is there a high probability of the effect occurring?</b>	No.
<b>Will the effect continue for a long time?</b>	No. Potential impacts would be brief to temporary, only occurring occasionally within the construction phase of the development or in the case of a breach of environmental standards.
<b>Will the effect be permanent rather than temporary?</b>	No. Potential impacts would be temporary.
<b>Will the impact be continuous rather than intermittent?</b>	No. Potential impacts would be intermittent.

<b>If it is intermittent, will it be frequent rather than rare?</b>	No. Potential impacts would be rare, occurring only in the case of accidental breach of environmental standards during the construction phase.
<b>Will the impacts be irreversible?</b>	No.
<b>Will it be difficult to avoid, or reduce or repair or compensate for the effect?</b>	No. Mitigation measures to be put in place during construction will be sufficient to avoid or reduce potential impacts.

Conclusions: The characteristics of the potential impacts as a result of the proposed development are unlikely to be significant and are easily mitigated.

Reasoning: The potential impacts from this development would be primarily during the construction phase. It is easy to predict these impacts and mitigate them through the use of standard environmental procedures.

## 6 Conclusions and Recommendations

The purpose of this report was to identify whether there is a need under The Planning and Development Act 2000, as amended, or the Roads Act 1993, as amended, for an EIAR for the proposed Dublin 12 bus bike route cycle scheme in South Dublin.

The proposed development will run along existing roads and footpaths in the area. The proposed development will not require significant land take or deep excavations.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts, and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance.

An AA Screening Report completed by JBA for the proposed development determined that no likely significant impacts are expected as a result of the proposed development. This is due to the small size of the development and the distance and/or lack of pathways to Natura 2000 sites.

Once operational, the proposed development is expected to be low in environmental impact. The cycle route will be an important amenity asset for the area, and will provide locals with a safe cycling route along Limekiln Lane, Fernhill Road, Greenhills Park, Whitehall Road West, and Cherryfield Road.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

The overall conclusion is based on the details of the scheme available at the time of preparation of this report. If the extent of the scheme or the construction methods for the scheme are changed then the EIAR Screening assessment should be reviewed.





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