

Environmental Impact Assessment Screening Report

for the proposed

Donnybrook Road to Clonskeagh Road Rapid Deployment Scheme, Dublin

for: The National Transport Authority Cycling Design Office

on behalf of: **Dublin City Council**

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1 Introduction

CAAS Ltd. has been appointed by National Transportation Authority's Cycling Design Office (CDO) on behalf of Dublin City Council to prepare this Environmental Impact Assessment Screening Report for the proposed Donnybrook Road to Clonskeagh Road Rapid Deployment Scheme (the proposed scheme). This report has been prepared to form an opinion as to whether or not the proposed scheme should be subject to Environmental Impact Assessment (EIA) and if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it.

The screening assesses the proposed scheme with reference to the EIA legislation¹ including the EIA Directive, and Planning and Development legislation¹. It also has regard to relevant parts of:

- *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, Department of the Environment, Heritage and Local Government
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*, 2018, Department of Housing, Planning and Local Government
- *OPR Practice Note PNO2 Environmental Impact Assessment Screening*, 2021, Office of the Planning Regulator
- relevant EU Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, 2015, EU and *Environmental Impact Assessment of Projects - Guidance on Screening*, 2017, EU.

The first step in screening the proposed scheme involves a review of its characteristics to find out if it corresponds to any project type (or class) which is subject to the EIA requirements as set out in the legislation. If it does correspond to any such type then the second step is to carry out a *preliminary examination* to establish the likelihood of significant effects on the environment arising from the proposed scheme. The outcome of the preliminary examination determines the subsequent steps of the screening process which may involve sub-threshold project considerations and review against prescribed criteria for determining whether the scheme should be subject to EIA or not. These criteria include consideration of potential environmental effects.

If it is required, the consideration of potential effects covers all significant direct, indirect and secondary effects as relevant, with reference to the guidance and in compliance with the legislation. Where used, descriptions of effects follow the statutory *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022. For ease of reference, these standardised descriptions are reproduced in Appendix I of this report.

The information on the proposed scheme that has been used in preparation of this report, including a written description, was provided by the Cycling Design Office.

The following sections of this report cover:

- The proposed scheme (s2)
- The legislative basis for EIA (s3)
- Project type (s4)

¹ see section 3 for details

- Sub-threshold development (s5)
- Preliminary examination (s6)
- Schedule 7 screening (s7)
- Screening considerations (s8)
- Conclusion (s8)

An overview of the author's competency is provided in Appendix IV.

2 The proposed scheme

2.1 Overview of the scheme

The proposed scheme is to provide for a cycle route between Donnybrook Rd and Clonskeagh Rd. The proposed route begins at Donnybrook Rd and continues for approximately 800m through to Clonskeagh Rd. As mentioned above, the proposed scheme is composed of a majority of buildings and artificial surfaces with a small number of patches of amenity grassland and hedgerows along the proposed scheme. This includes the construction of a two-way cycle lanes, pedestrian priority zones and reduction of two-way traffic lanes to one-way. The proposed project area is currently used as a street and road and is operated as such. The proposed cycle route will not affect the current status of the proposed route itself, i.e., as a public transport route in a highly urbanised area, and it will still be operated and maintained as such during the operational phase.

2.2 Project Details

- The scheme commences at the northern extent of Beaver Row. One way cycle lanes are proposed either side of the road, with the existing straight ahead / left traffic lane removed to facilitate the 1 way cycle track on the east side
- The existing kerbline and footpath remains in place
- The one way cycle lanes continue to Beech Hill Avenue before joining into pedestrian priority zones. Movement from the west side cycle lane is facilitated by a proposed toucan crossing
- A 4m pedestrian priority area continues along the west side of Beaver Row to Beech Hill Rd. This is facilitated by a build-out from the existing kerbline and required the existing two way traffic arrangement to be reduced to a one way (northbound)
- Existing parking and kerbline on the west side are retained
- The existing cross section along Beaver Row necessitates the reduction of the 4m pedestrian priority area to minimum of 3.5m across a 50m length
- At Beech Hill Rd the 4m pedestrian priority area continues to the junction at Clonskeagh Rd. This is reduced to 3.5m along a 50m section to facilitate retention of the two way carriageway to Smurfit Kappa entrance
- Some areas of hatching, bollards and kerb buildouts are proposed to control traffic movements in and out of David Lloyd Fitness and Smurfit Kappa
- The carriageway is realigned via road markings between Beech Hill Office Campus and Smurfit Kappa to accommodate the pedestrian priority area on the east
- A proposed toucan crossing is proposed to facilitate movement from the Beech Hill Campus to the pedestrian priority area
- The carriageway layout to / from Clonskeagh Rd is maintained with some minor narrowing on the east side and reconfiguration of the existing road markings
- A toucan crossing is proposed across Clonskeagh bridge with pedestrian priority zones either side of the bridge to facilitate pedestrian and cycle movements into the parks
- All boundaries along the scheme are retained
- Approx. 4 no trees and small grass verge areas are removed to facilitate the pedestrian priority zone

The scheme extent is approximately 1.22 hectares (ha).

The scheme proposals are illustrated in Figures 1 to 5.



Figure 1 Location of the proposed scheme

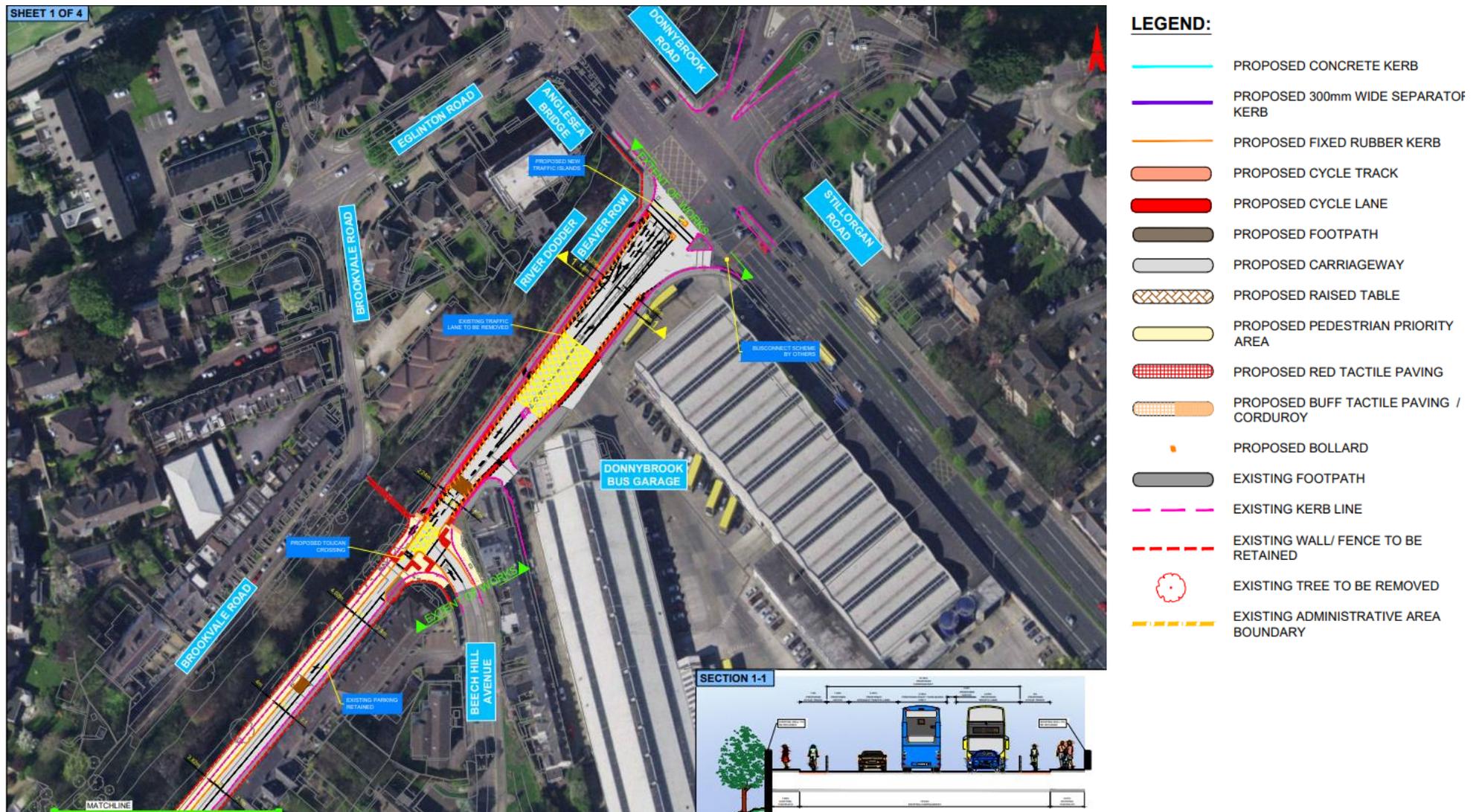


Figure 2 Donnybrook Rd to Clonskeagh Rd Rapid Deployment Scheme 1/4
 Source: Cycling Design Office. A full scaled version of the drawing is available separately

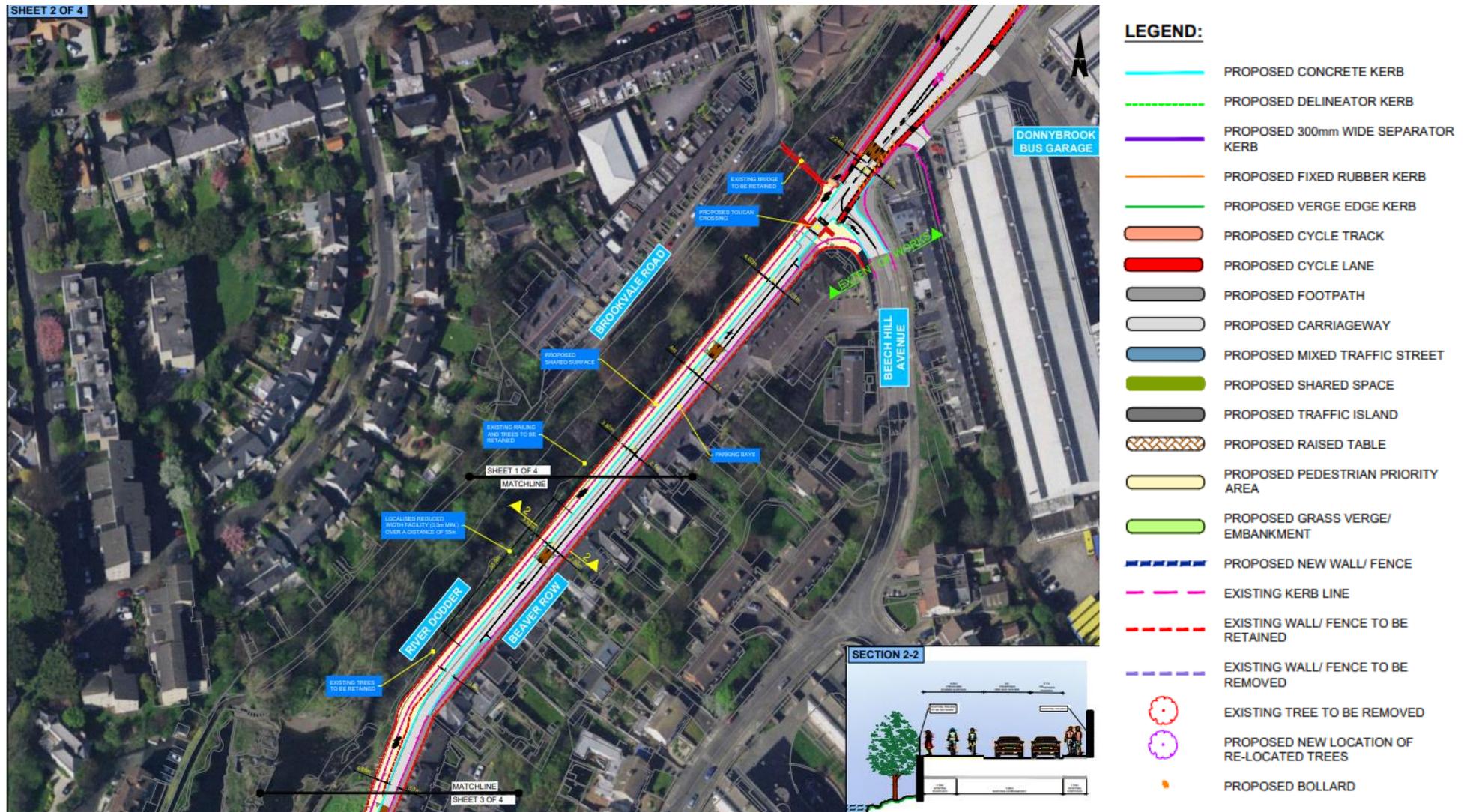


Figure 3 Donnybrook Rd to Clonskeagh Rd Rapid Deployment Scheme 2/4

Source: Cycling Design Office. A full scaled version of the drawing is available separately.



Figure 4 Donnybrook Rd to Clonskeagh Rd Rapid Deployment Scheme 3/4

Source: Cycling Design Office. A full scaled version of the drawing is available separately.



Figure 5 Donnybrook Rd to Clonskeagh Rd Rapid Deployment Scheme 4/4
 Source: Cycling Design Office. A full scaled version of the drawing is available separately.

3 Legislative basis for EIA

EIA requirements derive from EU Directive 2011/92/EU (as amended by Directive 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment. The Directive has been transposed into various Irish legislation of which the following is the most relevant to this scheme.

- The Planning and Development Acts 2000-2020 (Part X), as amended by, *inter alia*, the:
 - Planning and Development Regulations 2001 (S.I. 600/2001)
 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)

Part 1 of Schedule 5 of these regulations lists projects included in Annex I of the Directive which automatically require EIA.

For projects included in Annex II of the Directive, Part 2 of Schedule 5 provides thresholds above which EIA is required.

In addition to consideration of the above; for the purposes of a thorough screening process, this screening report also considers potentially relevant requirements arising from other legislative codes, specifically: -

- The Roads Act 1993, as amended, *inter alia*, by the:
 - Roads Regulations, 1994 (S.I. 119/1994)
 - the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

Section 50 of this Act specifies types of roads projects that automatically require EIA. These are generally large-scale projects such as new or realigned roads of four lanes or more, new bridges or tunnels that are likely to have significant effects on the environment. It also sets out criteria for determining whether or not other roads projects should be subject to EIA.

4 Project type

In the first instance it is necessary to determine whether the project is of a type that requires EIA.

Development is a key term in the categorisation of project types for purposes of EIA in the Planning and Development legislation. *Development* is defined in Section 3 of the Planning and Development Act, 2000 mainly as *the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land*. The proposed scheme involves the carrying out of works that will involve the installation of lane separation kerbing, changes to road surface markings and signage, introduction of a toucan crossing and signalisation of a junction. These works can be considered to be minor and will not generally cause any material change in use of the roadway as it will continue to be a roadway. They will also not change of the character or type of use to any material extent. It could, therefore, be considered that the proposed scheme does not constitute *development* within the meaning of the Planning and Development Act. Notwithstanding and for the purposes of a robust screening, it is considered appropriate to consider the relevance of the types of *development* that are specified as project types for purposes of EIA.

S50 (1) (b) to (d) of the Roads Act of 1993, as amended, includes reference to road developments *consisting of the construction of a proposed public road or the improvement of an existing public road* (underlined for emphasis). The latter can be taken to be applicable to this scheme.

Potentially relevant project types prescribed for EIA purposes in both the Planning and Development and Roads legislation are thus considered in this screening. Each such type is listed in the table below, with a commentary of its applicability to the proposed scheme.

Project type / criteria	Comment	Is EIA required on this basis?
Planning and Development legislation S.I. 600/2001, Schedule 5, Pt 2		
Project type 10. <i>Infrastructure projects (b) (iv)</i>		
<p><i>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.</i></p> <p><i>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>Project type</p> <p>Commission guidance² lists a range of projects, stating that these or other projects with similar characteristics can be considered to be <i>urban development</i>. These include:</p> <ul style="list-style-type: none"> • Shopping centres • Bus garages • Train depots • Hospitals • Universities • Sports stadiums • Cinemas • Theatres • Concert halls • Other cultural centres • Sewerage or water supply networks <p>The proposed project does not correspond to or have similar characteristics to any of the above listed projects.</p> <p>The judgement of the High Court in the case of <i>Carvill & Flynn v Dublin City Council & Ors.</i> [2021] IEHC 544 took a broad interpretation of the <i>urban development</i> project type. In that case the Court considered a proposed cycle path to correspond to the <i>urban development</i> project type and thus to fall</p>	No

² Interpretation of definitions of project categories of annex I and II of the EIA Directive, 2015, EU

Project type / criteria	Comment	Is EIA required on this basis?
	<p>within the provisions of the Directive as implemented in domestic law.</p> <p>On the basis of the EU guidance, the proposed scheme can be considered as not falling into the urban development project type. However, taking account of the above case law it is considered that it could be taken to do so. Out of an abundance of caution, for the purposes of a robust screening assessment, the scheme is taken to fall into the <i>urban development</i> project type.</p> <p>Scale</p> <p>The proposed scheme is in an urban area where the 10 ha threshold would apply. At approximately 1.22 ha the scheme area is equivalent to approximately 12 % of this threshold.</p> <p>If, taking account of the <i>Carvill & Flynn</i> judgement, it is considered that this scheme falls into the <i>urban development</i> project type (type 10(b)(iv); at approximately 1.22 ha it is far below the applicable scale thresholds. It may on this basis be considered to fall into the project type but to be <i>sub-threshold</i> (ref. s5 below).</p>	
<i>dd) All private roads which would exceed 2000 metres in length</i>	The proposed scheme is not a private road.	No
<p>Roads legislation</p> <p><i>Section 50 of the Roads Act, 1993, as amended by, inter alia, the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 279/2019) requires that: -</i></p>		
<p><i>(1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:</i></p>		
<p><i>(i) the construction of a motorway</i></p>	The proposed scheme does not provide for construction of a motorway	No

Project type / criteria	Comment	Is EIA required on this basis?
<i>(ii) the construction of a busway</i>	The proposed scheme does not include construction of a busway.	No
<i>(iii) the construction of a service area</i>	The proposed scheme does not include construction of a service area.	No
<i>(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road</i>		
<i>The prescribed types as referred to in (iv) above are given in section 8 of S.I. 119/1994 as:</i>		
<i>(a) 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</i>	The proposed scheme does not include construction, realignment or widening of a road to provide for four or more lanes.	No
<i>(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.</i>	The proposed scheme does not include construction of any bridge or tunnel.	No
<i>S50 (1) (b) to (d) of the Roads Act of 1993, as amended, require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.</i>	It is required to review the proposed scheme in order to determine whether or not it is likely to have significant effects on the environment.	Uncertain (Ref. s5 - s8 below)

5 Sub-threshold development

Article 92 of the Regulations of 2001, as amended define *sub-threshold development* as:

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.

As stated in s4, the proposed scheme may be considered to correspond to project type (10(b)(iv) *urban development* (as contained in Part 2 of Schedule 5). As it is below the given area threshold for this project type, it may also be considered to comprise *sub-threshold development*.

The Roads Act, 1993 (as amended) does not refer to sub-threshold development *per se*. However, as noted in the above table, s50(1)(b) to (d) of the Act requires that any road development or road improvement project which would be likely to have significant effects on the environment shall be subject to EIA. Any road development or road improvement project that does not fall into any of the specific types listed in s50 must thus be examined to establish if it is likely to cause significant environmental effects. This is essentially the same requirement that applies to sub-threshold projects under the Planning and Development legislation.

6 Preliminary Examination

Article 120(a)(1) of the Planning and Development Regulations 2001, as amended, requires that -

- (a) *Where a local authority proposes to carry out a sub-threshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.*
- (b) *Where the local authority concludes, based on such preliminary examination, that—*
 - (i) *there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,*
 - (ii) *there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or*
 - (iii) *there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—*
 - (I) *conclude that the development would be likely to have such effects, and*
 - (II) *prepare, or cause to be prepared, an EIAR in respect of the development.*

During construction, the proposed scheme can be expected to affect pedestrian, cycle and vehicular traffic and to cause temporary noise, dust and visual effects. During operation it will affect pedestrian, cycle and vehicular traffic and have potential to cause visual, noise and air quality effects. These effects have potential to affect residential and amenity receptors in and adjacent to the scheme area, also on and adjacent to other routes which may experience changes in traffic patterns resulting from the scheme. On preliminary examination it can be considered that there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed scheme. Thus, in accordance with the Regulations, it is required to screen

the proposal to form an opinion as to whether or not the proposed scheme should be subject to Environmental Impact Assessment (EIA).

7 Schedule 7 Screening

7.1 Overview of Schedule 7

Annex III of the EIA Directive (2011/92/EU, as amended) as transposed into Schedule 7 of the Planning and Development Regulations - sets out criteria for review of sub-threshold projects to determine if they should be subject to EIA. These criteria include characteristics, location and potential effects. Schedule 7A sets out information which is required to be provided for sub-threshold projects to enable review against the Schedule 7 criteria.

7.2 Schedule 7A information

Schedule 7A of the Planning and Development Regulations sets out *Information to be provided by the Applicant or Developer for the Purposes of Screening Sub-threshold Development for Environmental Impact Assessment*. Article 120 of the Regulations of 2001 (as amended) confirms that this requirement applies local authority developments. The specified information is listed below and the right-hand column shows where the information is provided in this report.

Schedule 7A requirement	Where this information is provided
1. A description of the proposed development	Section 2 of this report, also accompanying documents and drawings
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.	Section 7.3 of this report
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	Section 7.3 of this report
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7	Section 7.3 of this report
Additional requirement	
Any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account.	Because no significant adverse effects are found to be likely (ref. section 7.3), no further information on the characteristics of the proposed scheme and its likely significant effects on the environment is relevant or required. Assessments of potential effects on the environment carried out pursuant to EU legislation other than the EIA Directive are set out in Appendix II of this report. No findings arising from any of these assessments are found to be relevant to the Schedule 7 (EIA) screening of the proposed scheme.
Optional information	

A description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.

Because the proposed scheme is found not to be likely to cause any significant adverse effects (ref. section 7.3) there is no requirement to propose any features or measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

7.3 Review against Schedule 7 criteria

The Schedule 7 criteria cover:

1. Characteristics of the proposed development
2. Location of the proposed development
3. Types and characteristics of potential impacts

The specific criteria are listed in the table below. The comments provided in relation to the category 1 and 2 criteria are factual and do not generally comment on the types or characteristics of impacts. In keeping with the intent of Schedule 7, commentary on impacts is mainly provided in response to the items covered in the review of the category 3 criteria. All comments are made in the context of the Directive and guidance, particularly those regarding *significance*. The review against the Schedule 7 criteria takes account of the environmental factors set out in of Schedule 6, 2(d), as relevant.

Schedule 7 Criteria	Commentary
<p>1. Characteristics of Proposed Development</p> <p>The characteristics of proposed development, in particular:</p>	
(a) the size and design of the whole of the proposed development	The project is approx. 1.22 ha in area.
(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	<p>The proposed development will increase the level of development of the banks of the Dodder River when considered together with other developments in the vicinity including the existing foot path and road.</p> <p>There are numerous existing developments of a wide range of types along and in the vicinity of the route, as typical for a busy urban roadway.</p> <p>At time of preparation of this report, <i>Rapid Deployment Schemes</i> for the provision of shared cycling and pedestrian routes along five separate sections of the Dodder are being progressed by Dublin City, Dun Laoghaire Rathdown County and South Dublin County Councils. One of the other schemes, which runs from Clonskeagh Rd. to Patrick Doyle Rd., meets the southern end of the subject scheme at Clonskeagh Bridge. The closest of the other schemes runs from Beatty's Ave to Herbert Park, the nearest point of which is approximately 0.9 km upstream of the subject scheme.</p> <p>Another scheme further upstream and wholly in the administrative area of South Dublin County Council is partly completed and partly under construction. This was granted a Part VIII consent in 2017.</p> <p>Continuation of improved cyclist facilities southwards to UCD are under construction. A Cyclist Improvement Scheme for Clonskeagh to Charlemont Street is also being progressed.</p> <p>Each of these other schemes is, or has been, subject to separate EIA screening processes and none has been found to be required to be subject to EIA. All of the schemes referred to are shown on the Active Travel Network Map which can be viewed online at https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis</p> <p>There are numerous other proposed developments in the vicinity of the scheme which are currently at planning consent stage or have been permitted but are not yet built. Appendix III provides further information on these.</p>
(c) the nature of any associated demolition works	No demolition works are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	No significant natural resources will be used.

(e) the production of waste,	Waste generated during construction and operation can be anticipated to be typical for a small scale works project. No significant waste streams will be generated during the construction or operation of the scheme.
(f) pollution and nuisances,	<p>During construction, the proposal is likely to generate localised and short-term noise, dust and minor traffic. Restrictions in availability of footpaths, cycle tracks, carriageways and parking spaces during construction can be anticipated to have potential to cause nuisance to users.</p> <p>After construction, the proposed changes can be expected to have limited potential to cause significant pollution effects. They can be anticipated to have potential to cause changes in air quality and noise along the route and along any routes that will receive displaced traffic. Reduction in availability of on-road parking can also be expected to have potential to cause nuisance, particularly to Beaver Row residents.</p>
(g) 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	<p>The proposal is likely to have a calming effect on traffic along the route, provide improved, separated facilities for cyclists and reduce the risk of major accidents, and/or disasters in the area.</p> <p>Risk of flooding is not likely to be affected by the scheme.</p>
<p>2.Location of proposed development</p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—</p>	
(a) the existing and approved land use	The land-uses of the surrounding area are mainly residential, office/business and recreational.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The River Dodder including adjacent areas of parkland and trees is a significant habitat corridor with significant populations of fauna including various species of fish, birds and mammals.
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	

(i) wetlands, riparian areas, river mouths	The proposed development is located along the banks of the Dodder River, which is an important riparian ecological corridor through the south of the City.
(ii) coastal zones and the marine environment	-
(iii) mountain and forest areas	-
(iv) nature reserves and parks	-
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	-
(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.	-
(vii) densely populated areas	The majority of the areas through which the route passes are recreational and residential with mainly low density housing.
(viii) landscapes and sites of historical, cultural or archaeological significance	<p>There are no designated landscapes or views however, the visual amenity of the route can generally be considered to be of significant value.</p> <p>There are numerous protected structures in the vicinity of the proposed scheme, as shown on the Dublin City Development Plan Zoning Maps as well as a number of other sites of cultural heritage value . These include a footbridge linking Beaver Row to Brookvale Rd across the Dodder and a former Methodist hall on Beaver Row, both of which are protected structures. A weir and millrace and associated structures on the north bank of the River are of significant cultural heritage value. Donnybrook and Clonskeagh Bridges are both listed for inclusion in the Record of Monuments and Places.</p> <p>The River Dodder including adjacent areas of parkland and trees is a significant habitat corridor with significant populations of fauna including various species of fish, birds and mammals.</p> <p>There are no designated landscapes or views however, the visual amenity of the route can generally be considered to be of significant value.</p>

<p>3. Types and characteristics of potential impacts</p> <p>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—</p>	
<p>(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</p>	<p>The proposed scheme will directly affect an area of 1.22 ha.</p>
<p>(b) the nature of the impact</p>	<p>Implementation of the proposed scheme will be undertaken on existing built surfaces. Types and characteristics of effects are considered under the headings below.</p> <p>Vehicular Traffic</p> <p>During construction, localised changes in availability of footpaths and vehicular carriageways can be expected to cause temporary effects on access and amenity. It can be reasonably anticipated that such effects will be effectively managed by standard construction traffic management planning and that these effects are likely to range from be imperceptible to slight.</p> <p>When operational, pedestrian and cyclist facilities will be improved by the proposed scheme.</p> <p>Effects on vehicular traffic are addressed in detail in the accompanying Transport Statement (Aecom, June 2023). This report predicts that southbound traffic displaced from Beaver Row will cause increases in traffic volumes on alternative routes, particularly on Eglinton Rd, Stillorgan Rd and Milltown Rd during the am peak and on Eglinton Rd, Roebuck Rd and Foster’s Avenue during the pm peak. The most noticeable effects will be on Eglinton Rd during the am peak and on Roebuck Rd during the pm peak. On the former, the peak base am (08:00 to 09:00) flow of 432 will increase by 215 additional vehicles which is an increase of approximately 50 %. On the latter the base pm peak flow of 135 to 185 vehicles will increase by 60 to 67 vehicles which is an average increase of approximately 40 %.</p>

The Transport Statement refers to standard and accepted traffic capacity assessment criteria and to guidance contained in the Design Manual for Urban Roads and Streets, 2019, DHLGH. On this basis it finds that while the scheme is likely to exacerbate base pressures on the operation of the Stillorgan Rd / Beaver Row / Eglinton Rd / Anglesea Rd and Clonskeagh Rd / Eglinton Rd junctions It is envisaged that the proposed development will not have a detrimental impact upon the operation of the existing junctions.

On this basis the net effect on traffic can be anticipated to be not significant within the meaning of the Directive.

Cycling Traffic

As the proposed scheme is generally for upgrading of a route which is already used by cyclists, it may encourage a number of vehicular users to choose cycling but is not likely to significantly increase the number of road users overall.

Research shows that the development of new cycling infrastructure or the upgrade of existing infrastructure is likely to lead to an increase of 8% to 14% in the level of cycling participation. This level of increase can be reasonably taken to be insignificant for purposes of EIA screening because it is unlikely to give rise to any significant environmental effects.

Noise

Effects on noise levels due to the proposed scheme have been assessed in the accompanying Traffic Noise Appraisal report (Aecom, May 2023). This predicts that no significant noise or vibration effects are likely to occur during construction and that no significant adverse traffic noise effects are likely to occur during operation. It also predicts that there will be a significant decrease in traffic on the northern part of the scheme area, between Stillorgan Rd and Beech Hill Avenue due to the introduction of the one way system on this stretch. The predicted level of decrease is 3 dB which is at the lowest end of a range of 3.0 to 4.9 dB that is described as a 'moderate' Magnitude of impact with an Initial significance rating of 'Significant' according standard DMRB criteria.

Air Quality

Effects on air quality due to the proposed scheme have been assessed in the accompanying Air Quality Assessment report (Aecom, April 2023). This finds that no significant effects on air quality are likely to occur during the construction or operational phases of the proposed scheme.

Water

The level of potential surface water effects during construction can be expected to be within the normal range of such effects that would be expected during maintenance works for roads and traffic management. It can be reasonably anticipated that with application of normal construction environmental management techniques

	<p>these temporary effects will be within appropriate standards and can be characterised as imperceptible to slight.</p> <p>During operation, effects on surface water can be expected to be insignificant within the meaning of the Directive.</p> <p>Biodiversity</p> <p>Standard construction management measures can be anticipated to effectively manage potential effects on the Dodder and its ecological corridor such that any construction phase effects can be anticipated to be imperceptible to slight.</p> <p>During operation, effects can be expected to be insignificant within the meaning of the Directive.</p> <p>Landscape</p> <p>Temporary effects on landscape during construction are also likely to be similar to those arising from routine road maintenance works and are likely to range from imperceptible to slight.</p> <p>Landscape effects during operation can be expected to be insignificant within the meaning of the Directive.</p> <p>Cultural Heritage</p> <p>There will be no significant effects on the nearby Protected Structures or on any other cultural heritage features.</p>
(c) the transboundary nature of the impact	-
(d) the intensity and complexity of the impact	Construction impacts will be temporary, of low to slight intensity and will not be complex.
(e) the probability of the impact	The effects outlined at (b) above are likely to occur.
(f) the expected onset, duration, frequency and reversibility of the impact	Construction phase impacts will commence at start of construction, be of varying frequency and can be anticipated to be insignificant to slight and temporary to short-term. Overall operational effects will be permanent and imperceptible to insignificant.

(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment.

As noted at 1(b) above, there are numerous other existing, permitted and proposed projects in the locality. These include other existing and proposed Active Travel and Bus Connects schemes. A map showing these travel schemes is available here:

<https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis>

The proposed scheme will be complementary to these other active travel schemes and will tie in to the wider network, thus supporting a fully connected Active Travel Network in the area and thereby contributing to the objectives of the Greater Dublin Area Transport Strategy as well as to the policies and objectives set out in the Dublin City Development Plan 2022-2028 and the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The Active Travel Network includes the Dodder Greenway route along which the subject proposal lies. The Network has been incorporated into the NTA Greater Dublin Area Transport Strategy 2022-2042 (approved in January 2023). All projects and routes in the Network and Strategy are subject to applicable requirements of the EIA legislation including screening and, where required, full EIA. Both the Network and Strategy have been subject to Strategic Environmental Assessment (SEA). These assessments have considered the environmental effects of the wider network of cycle routes and other transportation proposals, including cumulative effects, in full compliance with the SEA Directive and transposing legislation.

The closest of the other schemes along the Dodder Greenway route which are currently being progressed to consent stage is the Clonskeagh Rd to Patrick Doyle Rd scheme which is immediately to the west of the subject scheme and is approximately 1.21 ha in area.

The subject scheme is not functionality dependent on any of the other schemes and could operate effectively if they were not delivered. Because of this it is not required to consider any of the other schemes as part of the 'whole'³ subject development for EIA screening purposes as might be required if one scheme was integral to the others. Exclusion of the other schemes from the EIA screening is not *project splitting*⁴ because the other schemes are not excluded in order to circumvent compliance with the requirements of the EIA Directive.

If the combined area of the subject scheme and the area of the adjacent scheme to the west was nonetheless considered because these two schemes are contiguous; at 2.43 ha it would be well below (approximately one quarter of) the 10 ha threshold given as the mandatory EIA threshold for *Urban Development* projects in urban areas part 10(b)(iv).

A scheme running along the upstream sections of the Dodder which was previously approved by South Dublin County Council (in 2017) is under construction (at time of preparation of this report).

	<p>Cumulative effects arising from the anticipated increase in use of the scheme route by cyclists and pedestrians have been considered under Schedule 7 criteria 3 (b), (d), (e) and (f) above, where it is found that they will not be significant within the meaning of the EIA Directive.</p> <p>On the basis of its nature and scale, when considered together with other existing and/or permitted development, also taking account of known proposed developments and adopted plans, the subject proposal has negligible potential to cause or contribute to significant cumulative effects within the meaning of the Directive.</p>
(h) the possibility of effectively reducing the impact	<p>A high level of aesthetic design is anticipated to ensure that visual impact is effectively minimised.</p> <p>It can be reasonably anticipated that any effects on traffic and parking will be effectively managed as part of the normal functions of the Council.</p> <p>Construction effects will be managed so as to be within appropriate standards by adherence to standard protocols.</p>

Based on review against the Schedule 7 criteria, the environmental impacts of the proposed project can be anticipated to be insignificant to slight during the temporary construction phase and generally insignificant and permanent during operation.

The effects on noise on the section of Beaver Row which is proposed to be made one-way during operation is predicted to be positive significant according to the standard guidelines. However, as set out at 3(b) above, the predicted level of decrease is at the lowest end of a range that is described as having a 'moderate' *Magnitude of impact* with an *Initial significance rating* of 'Significant' according standard DMRB criteria. Having regard to *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, DEHLG which states that *Each decision on the need for EIA must be taken on the basis of a global assessment of all these [environmental] factors* and the absence of any likelihood of significant effects occurring on any other environmental factors; as this effect is on the single environmental factor or operational noise and only marginally qualifies as *significant* by reference to UK Highways standards, it is considered that it would not be reasonable to take this effect prediction alone as sufficient basis for a finding that the scheme should be subject to EIA.

Article 120 of the Regulations of 2001, as amended, states that the Schedule 7A information:

- a) *shall be accompanied by any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account and*

³ Directive 2014/52/EU introduced requirement for EIA to address 'whole' projects. This is taken to include elements that are integral to the functioning or operation of the project even where consent is not being sought for those elements.

⁴ Dividing a project into separate parts so that each part is below an applicable EIA screening threshold.

- b) *may be accompanied by a description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.*

A review of other relevant assessments is contained in Appendix II. This shows that none of the findings of these assessments affect the Schedule 7 screening considerations for this proposal.

In relation to (b), key measures associated with the proposal are referred to at the final row of the table above.

8 Conclusions

It is considered that the Donnybrook Road to Clonskeagh Road Rapid Deployment Scheme does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

This conclusion is based on an objective review of the proposed scheme, including its characteristics, location and the likelihood of it causing significant environmental effects. The screening has followed the relevant legislation and has had regard to the relevant guidance.

Appendix I – Standard Descriptions of Effects

(from *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, 2018 draft, EPA)

<p>Quality of Effects</p> <p>It is important to inform the non-specialist reader whether an effect is positive, negative or neutral</p>	<p>Positive Effects</p> <p>A change which improves the quality of the environment (for example, by increasing species diversity; or the improving reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).</p>
	<p>Neutral Effects</p> <p>No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.</p>
	<p>Negative/adverse Effects</p> <p>A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem; or damaging health or property or by causing nuisance).</p>
<p>Describing the Significance of Effects</p> <p>“Significance” is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see <i>Determining Significance</i> below.).</p>	<p>Imperceptible</p> <p>An effect capable of measurement but without significant consequences.</p>
	<p>Not significant</p> <p>An effect which causes noticeable² changes in the character of the environment but without significant consequences.</p>
	<p>Slight Effects</p> <p>An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.</p>
	<p>Moderate Effects</p> <p>An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.</p>
	<p>Significant Effects</p> <p>An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.</p>
	<p>Very Significant</p> <p>An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.</p>
	<p>Profound Effects</p> <p>An effect which obliterates sensitive characteristics</p>
<p>Describing the Extent and Context of Effects</p> <p>Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.</p>	<p>Extent</p> <p>Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.</p>
	<p>Context</p> <p>Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)</p>

<p>Describing the Probability of Effects</p> <p>Descriptions of effects should establish how likely it is that the predicted effects will occur – so that the CA can take a view of the balance of risk over advantage when making a decision.</p>	<p>Likely Effects</p> <p>The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.</p> <p>Unlikely Effects</p> <p>The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.</p>
<p>Describing the Duration and Frequency of Effects</p> <p>'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.</p>	<p>Momentary Effects</p> <p>Effects lasting from seconds to minutes</p> <p>Brief Effects</p> <p>Effects lasting less than a day</p> <p>Temporary Effects</p> <p>Effects lasting less than a year</p> <p>Short-term Effects</p> <p>Effects lasting one to seven years.</p> <p>Medium-term Effects</p> <p>Effects lasting seven to fifteen years.</p> <p>Long-term Effects</p> <p>Effects lasting fifteen to sixty years.</p> <p>Permanent Effects</p> <p>Effects lasting over sixty years</p> <p>Reversible Effects</p> <p>Effects that can be undone, for example through remediation or restoration</p> <p>Frequency of Effects</p> <p>Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)</p>
<p>Describing the Types of Effects</p>	<p>Indirect Effects (a.k.a. Secondary Effects)</p> <p>Impacts on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.</p> <p>Cumulative Effects</p> <p>The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects.</p> <p>'Do-Nothing Effects'</p> <p>The environment as it would be in the future should the subject project not be carried out.</p> <p>'Worst case' Effects</p> <p>The effects arising from a project in the case where mitigation measures substantially fail.</p> <p>Indeterminable Effects</p> <p>When the full consequences of a change in the environment cannot be described.</p>

	Irreversible Effects When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	Residual Effects The degree of environmental change that will occur after the proposed mitigation measures have taken effect.
	Synergistic Effects Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SO _x and NO _x to produce smog).

Appendix II - Assessments of potential effects on the environment carried out pursuant to EU legislation other than the EIA Directive

EU Legislation		Comments
Air Quality Directive	2008/50/EC	Effects on air quality due to the proposed scheme have been assessed in the accompanying Air Quality Assessment report (Aecom, April 2023). This finds that no significant effects on air quality are likely to occur during the construction or operational phases of the proposed scheme. No specific assessment is required pursuant to the Air Quality Directive.
Floods Directive	2007/60/EC	A Flood Risk Assessment is not required for the proposed scheme.
Habitats and Birds Directives	92/43/EEC and 2009/147/EC	An AA Screening Report has been prepared for the proposed scheme. It finds that the proposed scheme is not likely to have any significant effect (either directly or indirectly) on any European site, either alone or in combination with other plans or projects.
Noise Directive	2002/49/EC	Effects on noise levels due to the proposed scheme have been assessed in the accompanying Traffic Noise Appraisal report (Aecom, June 2023). This finds that no significant noise or vibration effects are likely to occur during construction and traffic noise effects during operation are generally likely to be insignificant and to be marginally significant and positive on Beaver Row, between Stillorgan Road and Beech Hill Road, during operation. No assessment is required pursuant to the Noise Directive.
SEA Directive	2001/42/EC	The proposed scheme is part of the 2022 Greater Dublin Area Cycle Network which has been incorporated into the NTA Greater Dublin Area Transport Strategy 2022-2042 (approved in January 2023). Both the Network and Strategy have been subject to Strategic Environmental Assessment (SEA).
Directive on Waste and repealing certain Directives (a.k.a Waste Framework Directive)	2008/98/EC	The proposed scheme is not anticipated to be likely to generate any significant quantities of waste during construction or operation. No assessment is considered to be required pursuant to this Directive.
Water Framework Directive	2000/60/EC	The scheme will not affect any watercourses and there is no requirement for any specific assessment pursuant to this Directive.

This review of assessments of potential effects on the environment carried out pursuant to the European Legislation finds that no results arising from such assessments affect the findings of this EIA screening.

Appendix III – Planning applications and permissions⁵ for other developments in the vicinity of the proposed scheme⁶

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects?
3886/21	<p>Permission for development of an Integrated Care Facility on the existing Healthcare Campus at Clonskeagh Hospital, Clonskeagh Road, Dublin 6. The development will consist of:</p> <ol style="list-style-type: none"> 1. The construction of a 402 sq metre single storey modular type building, ramps, hard standings and associated works. 2. The reconfiguration of existing parking and provision of 4 additional parking spaces to serve the facility. 3. All associated drainage, site development and landscaping works. 	2022/03/04	56,153	496 m	<p>This is a medium-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment.</p> <p>This project will also be subject to EIA and AA assessments as required.</p>	No
2367/21	<p>RETENTION: Permission for retention of the single storey storage annexe / extension of 90 sq. meters total area connected to the existing healthcare facility.</p>	2021/06/21	56,153	496 m	<p>This is a medium-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment.</p> <p>This project will also be subject to EIA and AA assessments as required.</p>	No
3162/19	<p>The development will consist of the erection of 3 no internally illuminated, aluminium fret cut fascia "Energia Park" stadium branding signs comprising: 1 no. stadium branding sign (6m</p>	2020/03/03	39,892	0 m	<p>This is a medium-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the</p>	No

⁵ The majority of surrounding developments are minor projects with no risk of in-combination effects. A summary list is provided here of the five largest proposed schemes within the below stated parameters.

⁶ Parameters used: planning application from within the last 5 years, within a distance of 500m from the proposed scheme boundary.

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects?
	length x 1.2m height) fronting onto Donnybrook Road elevation, affixed to the existing steel frame over the eastern turnstile entrance, adjacent to the Old Wesley Rugby Football Club Pavillion; 1 no. gable-end sign (6m length x 3.4m height) to be installed on the north-western gable end of the Donnybrook Road Stand and 1 no. gable-end sign (6m length x 3.4m height) to be installed on the south-eastern gable end of the Donnybrook Road Stand, within the Stadium ground.				surrounding environment. This project will also be subject to EIA and AA assessments as required.	
4094/18	RETENTION: Leinster Branch IRFU intends to apply for retention planning permission for development on this site at Energia Park (Leinster Branch IRFU Rugby Grounds also known as Donnybrook Stadium), Donnybrook Road, Dublin 4. Retention permission is sought for the erection of stadium branding signage fronting onto Donnybrook Road. The development consists of 2 no. printed vinyl 'Energia Park' signs applied inside of existing glazing on the south-western elevation of the site and 1 no. (internally illuminated) aluminium fret cut fascia 'Energia' Park sign installed to the existing steel frame over the Bective Pavilion entrance to the stadium, on the north-western elevation to Donnybrook Road. (The existing flag poles at this location do not form part of this application).	2019/01/17	39,892	0 m	This is a medium-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. This project will also be subject to EIA and AA assessments as required.	No
D19A/0001	Permission for an 8 lane, 400m IAAF synthetic athletics track with ancillary surface sport facilities for athletics and a grass infield area	2019/07/31	36,100	280 m	This is a medium-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping	No

Project Code	Description	Grant Date	Project Area (sq m)	Approximate distance from proposed development	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects?
	suitable for athletics and multiple field sports with line markings as required, track training lighting (up to 18m high), drainage improvement and installation of drainage connections, conduit to allow for electronic timing and scoring to the infield, containment fencing (up to 2.4m high) and associated hard and soft landscaping. Permission is also sought for all associated site development works, services provision, access, open space and boundary treatment works. Temporary planning permission for a period of 5 years is also sought for the relocation of the existing displaced 255 space temporary car parking spaces (currently on the site of the proposed track) with provision of the same number of spaces within the vicinity of the athletics track. This application is close to several Protected Structures.				with the context and character of the surrounding environment. This project will also be subject to EIA and AA assessments as required.	

EIA Portal Data for vicinity

EIA Portal Reference Number	Competent Authority	Description	Date of Receipt of Application	Distance from Proposed Development (m)
2022207	Dublin City Council	Large-scale Residential Development (LRD) of 688 no.apartments in 10 no.blocks; Hotel; Creche; Gym; Surface and basement car and cycle parking; Change of use of Mount Errol House (Protected Structure) and stable building to restaurant/cafe and artisan shop	25/10/2022	230 m
2020068	An Bord Pleanála	611 apartments across 9 blocks ranging in height from 4 to 10 storeys, to a maximum height of 34.8m (OD 48.9m), 3 townhouses, 1 creche, 2 cafés, 5 substations, demolition of multiple structures and ancillary site development works.	22/5/2020	240 m

Appendix IV - Competency of Authors

Paul Fingleton, the lead author, has an MSc in Rural and Regional Resources Planning (with specialisation in EIA) from the University of Aberdeen. Paul is a member of the International Association for Impact Assessment as well as the Institute of Environmental Management and Assessment. He has over twenty-five years' experience working in the area of Environmental Assessment. Over this period, he has been involved in a diverse range of projects including contributions to, and co-ordination of, numerous complex EIARs and EIA screening reports. He has also contributed to and supervised the preparation of numerous AAs and AA screenings.

Paul is the lead author of the current EPA Guidelines⁷ and accompanying Advice Notes⁸ on EIARs. He has been involved in all previous editions of these statutory guidelines. He also provides a range of other EIA related consultancy services to the EPA. Paul is regularly engaged by various planning authorities and other consent authorities to provide specialised EIA advice.

Clodagh Ryan, Environmental Assistant has a BSc in Environmental Management, Dublin Institute of Technology, 2021. Clodagh liaises with various government agencies and local authorities in order to assimilate the environmental baseline information that is used in EIAs and AAs and assists in the preparation of the various EIA and AA related documentation.

⁷ *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2017 (Draft)

⁸ *Advice notes on current practice in the preparation of Environmental Impact Assessment Reports*, EPA, 2003