

# **Environmental Impact Assessment Screening Report**

**for proposed**

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## **Sandyford Clonskeagh to Charlemont Street interim Pedestrian and Cyclist Improvement Scheme**

**by**

**CAAS Ltd**

**for**

**National Transport Authority**

**Cycling Design Office**

**on behalf of**

**Dublin City Council**



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## 1 Introduction

CAAS Ltd. has been appointed by the 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 Sandyford Clonskeagh to Charlemont Street interim Pedestrian and Cyclist Improvement 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 legislation including the EIA Directive, and Planning and Development legislation<sup>1</sup>. It also has regard to relevant parts of:

1. *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, Department of the Environment, Heritage and Local Government
2. *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*, 2018, Department of Housing, Planning and Local Government
3. *OPR Practice Note PN02 Environmental Impact Assessment Screening*, 2021, Office of the Planning Regulator
4. relevant EC Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, 2015, EC and *Environmental Impact Assessment of Projects - Guidance on Screening*, 2017, EC.

The first step involves a review of the characteristics of the scheme to find out if it corresponds to any type (class) which is subject to the EIA requirements as set out in the legislation. If it does correspond to any such type and does not equal or exceed a specified threshold (ref s5) 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.

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

The following sections of this report cover:

1. The proposed scheme (s2)
2. The legislative basis for EIA (s3)
3. Project type (s4)
4. Sub-threshold development (s5)
5. Preliminary examination (s6)
6. Review against Schedule 7 criteria (s7)
7. Conclusions (s8)

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<sup>1</sup> see section 3 for legislative details

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

## 2 The proposed scheme

### 2.1 Overview of the scheme

The Sandyford Clonskeagh to Charlemont Street Interim Pedestrian and Cyclist Improvement Scheme will be undertaken in Ranelagh, South Dublin City, and will precede a permanent scheme in the area from Clonskeagh to Charlemont Street. The interim scheme will improve accessibility and provide a safer environment for cycling. The scheme length is 650 m, and begins just north of the Ranelagh Luas Bridge on Ranelagh Road, and runs to Woodstock Gardens. This also includes short lengths of adjoining roads as shown on Figure 2.

The proposed scheme will involve the introduction of a one-way bollard protected cycle lane on both sides of the road through the extent of the scheme which will be delivered by way of rapid deployment, including the installation of bollards, traffic signs, pavement and footway patch repairs, construction of a temporary island bus stop, minimal drainage and utility works, changes to traffic signals and the removal and installation of road markings. There are no proposed changes to vegetation in this scheme.

Proposed works can be summarised as follows:

- Site set-up, including compound and lay-down areas;
- Site clearance works;
- Planing, pavement inlay, pavement repair works and new full depth pavement construction;
- Minor drainage works;
- Earthworks;
- Identifying and protecting all existing services;
- Construction of kerbs, footways and paved areas;
- Removal of parking spaces along Ranelagh Road;
- Removal of parking spaces on Sallymount Avenue;
- New loading bay on Sallymount Avenue;
- Installation of road markings, traffic signs and traffic signals;
- Installation of island bus stop;
- Installation and relocation of bollards;
- All temporary works associated with the project; and,
- Clean up of the site and demobilisation.





**Figure 1 Location of the proposed development**



**Figure 2 Scheme extent**

Source: DCC (See accompanying drawing set for full scaled versions of all drawings)

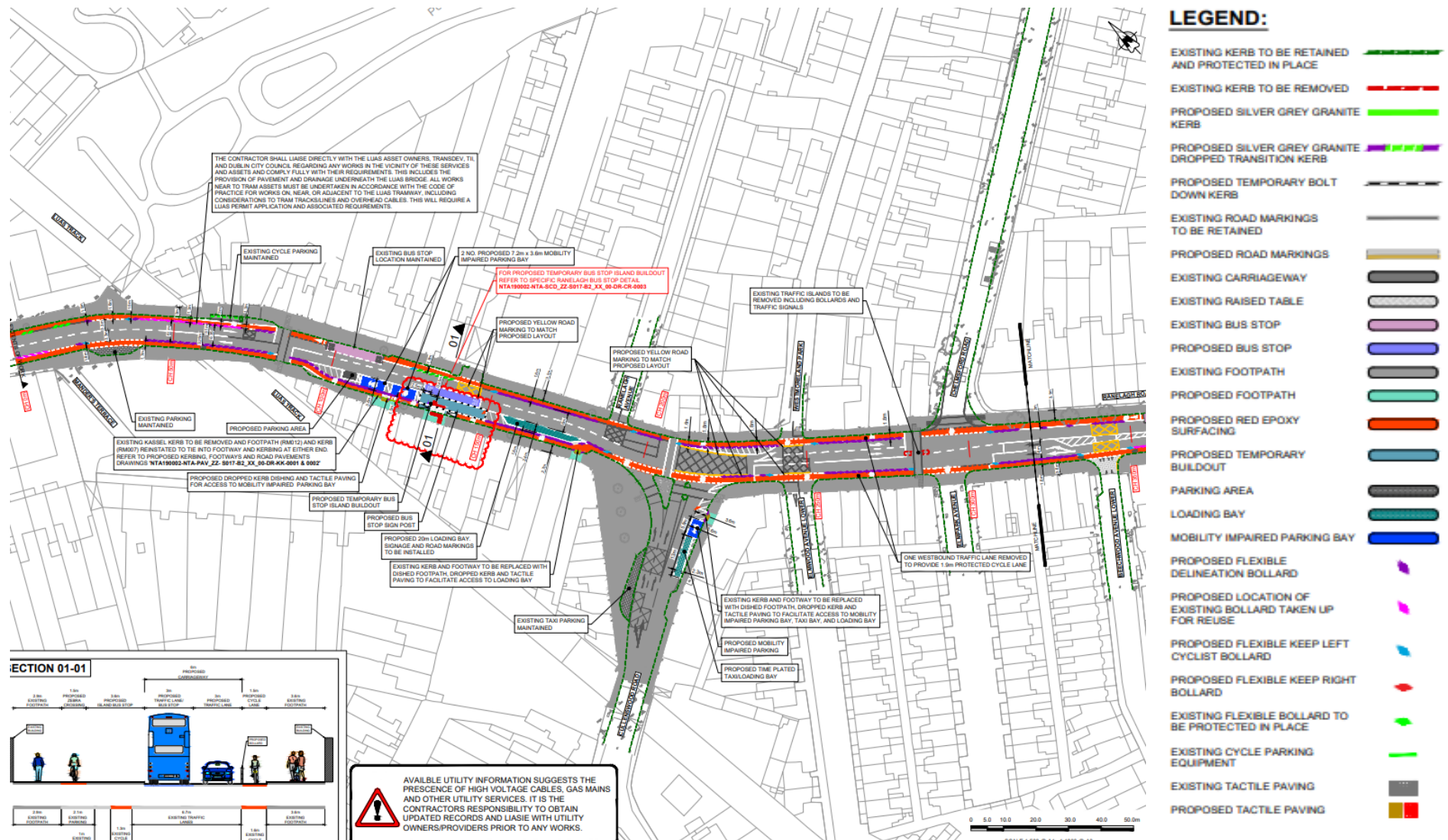
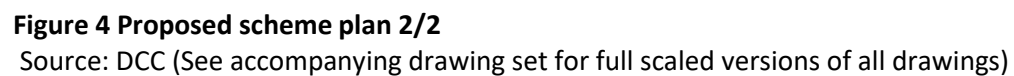


Figure 3 Proposed scheme plan 1/2

Source: DCC (See accompanying drawing set for full scaled versions of all drawings)





### 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 development.

- The Planning and Development Acts 2000-2020 (Part X)
- Planning and Development Regulations 2001 (S.I. 600/2001) as amended
- 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 following Roads legislation: -

The Roads Act 1993, as amended, *inter alia*, by the:

- a. Roads Regulations, 1994 (S.I. 119/1994)
- b. the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

Section 50 of the 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 proposed scheme corresponds to any project type that is subject to EIA requirements.

The prescribed classes of development for the purposes of Section 176 of the Planning and Development Act 2000 are set out in Schedule 5 of the Planning and Development Regulations 2001 as amended. Part 1 of Schedule 5 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.

The project types specified for purposes of EIA in the Planning and Development legislation refer to *developments* and construction of *roads*. The proposed scheme does not involve road construction. 'Development' is defined in Section 3 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 works which can be considered to be minor and to not generally cause any material change in use of the route. They can also be considered to not change of the character or type of use to any material extent. However, as the proposed works include *inter alia* new pavement construction, installation of an island bus stop and installation and relocation of bollards and conversion from a footpath to a shared surface for use by pedestrians and cyclists, it is considered by the Planning Authority that the proposed scheme constitutes 'development' within the meaning of the Planning and Development Act. Thus, it is considered appropriate to consider the relevance of the types of 'development' that are specified as project types for EIA purposes.

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 definition of a road in Section 2 of the Act includes footpaths. For the purposes of a robust screening this section of the Roads Act can be taken to apply to a scheme of this nature.

Potentially relevant project types prescribed for EIA purposes in the Planning and Development and Roads legislation are listed in the table below, with commentaries of their applicability to the proposed scheme.

Project type / criteria	Comment	Is EIA required on this basis?
<b>Planning and Development legislation</b> S.I. 600/2001, Schedule 5, Pt 2, as amended		
Project type 10. <i>Infrastructure projects</i>		
<i>(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i> <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>	Commission guidance <sup>2</sup> lists a range of projects, stating that these or other projects with similar characteristics can be considered to be 'urban development'. These include: <ul style="list-style-type: none"> <li>• Shopping centres</li> <li>• Bus garages</li> <li>• Train depots</li> <li>• Hospitals</li> <li>• Universities</li> <li>• Sports stadiums</li> <li>• Cinemas</li> <li>• Theatres</li> <li>• Concert halls</li> </ul>	

<sup>2</sup> 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?
	<ul style="list-style-type: none"> <li>• Other cultural centres</li> <li>• Sewerage or water supply networks</li> </ul> <p>The proposed scheme does not correspond to or have similar characteristics to any of these types of projects.</p> <p>The judgement of the High Court in the case of <i>Carvill &amp; Flynn v Dublin City Council &amp; Ors.</i> [2021] IEHC 544 took a broad interpretation of the 'urban development' project type. In that case the Court considered a proposed cycle path to correspond to the urban 'development' project type and thus to fall within the provisions of the Directive as implemented in domestic law.</p> <p>Following the EU guidance alone, the proposed scheme could 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.</p> <p>Out of an abundance of caution, for the purposes of a robust screening assessment, the scheme is taken to correspond to fall into the 'urban development' project type. This approach follows the recent guidance documents by the NTA<sup>3</sup> and the OPR<sup>4</sup> on EIA Screening, the latter of which says that "an urban development project should be seen as a project that is urban in nature regardless of its location" and that "commonly understood urban developments... would include public realm improvement schemes many of which would be subject to the Part 8 process if EIA is not required."</p> <p>Because there is a predominance of commercial use at street level in the area, the scheme could be considered to be in a business district. On this basis the urban development area threshold of 2 ha would apply.</p> <p>If, taking account of the <i>Carvill &amp; Flynn</i> judgement, it is considered that this scheme falls into the 'urban development' project type (type 10(b)(iv)), At approximately 1 ha in what could be considered to be a business district, it is approximately 50% of the</p>	No

<sup>3</sup> NTA Guidance for EIA and AA Screening

<sup>4</sup> OPR Practice Note PN02 Environmental Impact Assessment Screening, 2021, Office of the Planning Regulator



Project type / criteria	Comment	Is EIA required on this basis?
	scale threshold and thus does not correspond to the <u>project class</u> <sup>5</sup> .	
(dd) <i>All private roads which would exceed 2000 metres in length</i>	The proposed scheme is not a private road.	No
<b>Roads legislation</b> Section 50 of the Roads Act, 1993, as amended by, <i>inter alia</i> , the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 279/2019) requires that: -		
<i>(1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:</i>		
<i>(i) the construction of a motorway</i>	The proposed scheme does not provide for construction of a motorway.	No
<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>		
The <i>prescribed types</i> as referred to in (iv) above are given in section 8 of S.I. 119/1994 as:		
<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</i>	The proposed scheme does not include construction, realignment or widening of a road to provide for four or more lanes.	No

<sup>5</sup> A project falling into a specified project 'type' and meeting any specified scale threshold.

Project type / criteria	Comment	Is EIA required on this basis?
<i>in a rural area, or 500 metres or more in length in an urban area</i>		
<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
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.	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 of the Planning & Development Regulations, 2001)). As it is below the given area threshold for this project type, it can 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 project that does not fall into the types specified in s50 must thus be examined to establish if it is likely to cause significant environmental effects. This is 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.*

The proposed scheme requires groundworks along a 650 m stretch of busy regional road lined with a mixture of uses, mainly retail, catering and residential. During construction, the proposed scheme can be expected to affect pedestrian, cycle and vehicular traffic and to cause noise, dust and visual effects. During operation it will also affect pedestrian, cycle and vehicular traffic and cause noise and visual effects. These effects have potential to affect residential and other types of sensitive receptors along the route and users of the roadway. 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 Review against Schedule 7 criteria

These criteria cover:

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

The criteria are listed in the table below. The comments provided in relation to the category 1 and 2 criteria are factual and do not comment on the types or characteristics of impacts. In keeping with the intent of Schedule 7, commentary on impacts is provided in response to the items covered by category 3 (the third part of the table below). All comments, particularly regarding 'significance', are made in the context of the Directive and guidance. The review against the Schedule 7 criteria takes

account of the environmental factors set out in Schedule 6, paragraph 2(d) of the Planning and Development Regulations 2001 as amended by the 2018 Regulations, as relevant.

Schedule 7A of the Planning and Development Regulations 2001 as amended by the 2018 Regulations, sets out '*Information to be provided by the Applicant or Developer for the Purposes of Screening Sub-threshold Development for Environmental Impact Assessment*', as follows:

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

Regard is had in this report to the criteria set out in Schedule 7 for determining whether this sub-threshold development should be subject to EIA and to the information required by Schedule 7A for the purposes of screening sub-threshold development for EIA as set out in the commentary provided in and below the table which follows.

Schedule 7 Criteria	Commentary
<b>1. Characteristics of Proposed Development</b> The characteristics of proposed development, in particular:	
(a) the size and design of the whole of the proposed development	The proposed scheme is approx. 650 m in length and 1 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>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>The proposed scheme will form part of a Primary Radial Route identified in the Greater Dublin Area (GDA) Cycle Network Plan, 2013 and is incorporated into the NTA Transport Strategy for the Greater Dublin Area 2016-2035. The route will intersect and join with several other Primary and Secondary cycle routes identified in the GDA Cycle Network Plan. It will also interact with the wider transportation network.</p>



	<p>Other nearby cycle routes include schemes which are being progressed for various sections of the River Dodder corridor, Chelmsford Road Pedestrian Scheme, the Sandyford Clonskeagh to Charlemont Pedestrian and Cyclist Improvement Scheme (Permanent)..</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 <a href="https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis">https://www.dublincity.ie/residential/transportation/active-travel/about-active-travel/interactive-maps-gis</a></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. Those developments with the most potential relevance in the context of screening of this scheme are listed in Appendix IV.</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 can be anticipated to be typical for road works. 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 in footpaths, cycle lanes and vehicular carriageways can be expected to have limited potential to cause significant pollution effects. They can be anticipated to have potential to cause nuisance to some users through, for example, changes in parking spaces, and to have a potential to reduce nuisance to other users, particularly pedestrians and cyclists.</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 in along the route and will 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><b>2.Location of proposed development</b></p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—</p>	
<p>(a) the existing and approved land use</p>	<p>The land-uses of the surrounding area are mainly residential, commercial (retail, catering and offices) with some educational, healthcare and other facilities.</p>
<p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>-</p>
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p>	
<p>(i) wetlands, riparian areas, river mouths</p>	<p>-</p>
<p>(ii) coastal zones and the marine environment</p>	<p>-</p>
<p>(iii) mountain and forest areas</p>	<p>-</p>
<p>(iv) nature reserves and parks</p>	<p>The route passes close to but is physically separated from Ranelagh Park in Ranelagh Village.</p>
<p>(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive</p>	<p>All Natura 2000 sites within 15 km of the scheme area are listed and considered in the accompanying AASR. The nearest of these are;</p> <ul style="list-style-type: none"> <li>• North Dublin Bay SAC (000206)</li> <li>• South Dublin Bay SAC (000210)</li> <li>• South Dublin Bay and Tolka Estuary SPA (004024)</li> <li>• North-West Irish Sea SPA (004236)</li> <li>•</li> </ul>
<p>(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.</p>	<p>-</p>
<p>(vii) densely populated areas</p>	<p>The majority of the areas through which the route passes are low density residential.</p>

(viii) landscapes and sites of historical, cultural or archaeological significance	There are numerous protected structures and a number of other buildings and sites of cultural heritage value along the route, as shown on the Dublin City Development Plan Zoning Maps <sup>6</sup> . There are no designated landscapes or views however the visual amenity of the route can generally be considered to be of significant value.
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<b>3. Types and characteristics of potential impacts</b> 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—	
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The proposed scheme will directly affect 650 m of road and short lengths of . adjoining roads as shown on Figure 2
(b) the nature of the impact	<p>Construction of the proposed scheme will be undertaken on existing built surfaces.</p> <p>The level of potential noise, dust and surface water effects during of 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 that these temporary effects will be kept within appropriate standards and be negligible to moderate in significance.</p> <p>Temporary impacts on landscape during construction are also likely to be similar to those arising from routine road maintenance works and are likely to range from insignificant to moderate.</p> <p>During construction, nuisance effects due to localised changes in availability of footpaths, cycle tracks 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 access and traffic management</p>

<sup>6</sup> <https://www.dublincity.ie/sites/default/files/2021-11/mapsete.pdf> and <https://www.dublincity.ie/sites/default/files/2021-11/mapseth.pdf>

	<p>planning so that these effects will be insignificant to moderate.</p> <p>There are no proposed changes to vegetation in this scheme. Pedestrian and cyclist facilities will be improved by the proposed scheme. The current two lane vehicular arrangement will be maintained. The net effect on traffic can be anticipated to be positive and not significant within the meaning of the Directive.</p> <p>Once completed, the overall permanent effects of the proposed scheme during operation can be expected to be positive and insignificant within the meaning of the Directive.</p>
(c) the transboundary nature of the impact	-
(d) the intensity and complexity of the impact	Construction impacts will be temporary, of low to moderate 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 and will be temporary. Once completed, overall permanent effects will be insignificant within the meaning of the Directive and permanent.
(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	<p>As noted at 1(b) above, there are numerous other permitted and proposed projects in the locality, including various other cycle routes as identified in the Greater Dublin Area (GDA) Cycle Network Plan, 2013 and incorporated into the NTA Transport Strategy for the Greater Dublin Area 2016-2035. Each of these projects and routes is subject to the requirements of the EIA legislation including screening and, where required, full EIA.</p> <p>Both the Greater Dublin Area (GDA) Cycle Network Plan and the Transport Strategy for the Greater Dublin Area 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.</p> <p>On the basis of their nature and scale, when considered together with effects arising from other existing and/or permitted development, 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 quality of 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>



	Construction effects will be managed so to be within appropriate standards by adherence to a Construction Environmental Management Plan.
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Based on review against the Schedule 7 criteria, the environmental effects of the proposed scheme can be generally anticipated to be negligible to moderate and temporary during the construction phase and insignificant and permanent during operation. These effects are not likely to be significant within the meaning of the Directive.

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
- 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 proposed Sandyford Clonskeagh to Charlemont Street Pedestrian and Cyclist Improvement Scheme in Ranelagh, Dublin 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*, EPA, 2022)

<b>Quality of Effects</b> It is important to inform the non-specialist reader whether an effect is positive, negative or neutral	<b>Positive Effects</b> 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).
	<b>Neutral Effects</b> No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	<b>Negative/adverse Effects</b> 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).
<b>Describing the Significance of Effects</b> “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.).	<b>Imperceptible</b> An effect capable of measurement but without significant consequences.
	<b>Not significant</b> An effect which causes noticeable <sup>2</sup> changes in the character of the environment but without significant consequences.
	<b>Slight Effects</b> An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	<b>Moderate Effects</b> An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	<b>Significant Effects</b> An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
	<b>Very Significant</b> An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
	<b>Profound Effects</b> An effect which obliterates sensitive characteristics
<b>Describing the Extent and Context of Effects</b> Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	<b>Extent</b> Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	<b>Context</b> Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)

<b>Describing the Probability of Effects</b> 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.	<b>Likely Effects</b> The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	<b>Unlikely Effects</b> The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
<b>Describing the Duration and Frequency of Effects</b> '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.	<b>Momentary Effects</b> Effects lasting from seconds to minutes
	<b>Brief Effects</b> Effects lasting less than a day
	<b>Temporary Effects</b> Effects lasting less than a year
	<b>Short-term Effects</b> Effects lasting one to seven years.
	<b>Medium-term Effects</b> Effects lasting seven to fifteen years.
	<b>Long-term Effects</b> Effects lasting fifteen to sixty years.
	<b>Permanent Effects</b> Effects lasting over sixty years
	<b>Reversible Effects</b> Effects that can be undone, for example through remediation or restoration
	<b>Frequency of Effects</b> Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)
<b>Describing the Types of Effects</b>	<b>Indirect Effects (a.k.a. Secondary Effects)</b> 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.
	<b>Cumulative Effects</b> The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects.
	<b>'Do-Nothing Effects'</b> The environment as it would be in the future should the subject project not be carried out.
	<b>'Worst case' Effects</b> The effects arising from a project in the case where mitigation measures substantially fail.
	<b>Indeterminable Effects</b> When the full consequences of a change in the environment cannot be described.



	<b>Irreversible Effects</b> When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	<b>Residual Effects</b> The degree of environmental change that will occur after the proposed mitigation measures have taken effect.
	<b>Synergistic Effects</b> Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SOx and NOx to produce smog).

## Appendix II - Relevant assessments of potential effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive

EU Legislation		Comments
Air Quality Directive	2008/50/EC	No assessment is required pursuant to this Directive.
Energy Performance of Buildings and Energy Efficiency Directive	2010/31/EU and 2012/27/EU	No assessment is required pursuant to these Directives.
Floods Directive	2007/60/EC	No Flood Risk Assessment is required pursuant to this Directive.
Habitats and Birds Directives	92/43/EEC and 2009/147/EC	An Appropriate Assessment screening report has been prepared for the proposed scheme. It finds that the proposed scheme is not likely to have significant effects on any European site, either alone or in combination with other plans or projects.
Noise Directive	2002/49/EC	No assessment is required pursuant to this Directive.
SEA Directive	2001/42/EC	The proposed scheme is part part of a Primary Radial Route identified in the Greater Dublin Area (GDA) Cycle Network Plan, 2013 as incorporated into the NTA Transport Strategy for the Greater Dublin Area 2016-2035. Both of these plans have been subject to Strategic Environmental Assessment (SEA). These are taken account of in the consideration of cumulative effects in this screening report.
Directive on Waste and repealing certain Directives (a.k.a Waste Framework Directive)	2008/98/EC	The proposed scheme will generate small quantities of construction waste. At this planning stage, no assessment is considered to be required pursuant to this Directive. The CEMP for the works will address waste management.
Water Framework Directive	2000/60/EC	There is no requirement for any 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 - Live planning permissions in the vicinity of the proposed Scheme<sup>9</sup>

**Table 1 Summary of relevant local planning applications<sup>10</sup> within the receiving environment of the proposed scheme<sup>11</sup>**

Project Code	Description	Grant Date	Project Area (sq m)	Distance from Proposed Development (m)	Status	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
2027/19	Permission at the Former Nurses Home Building, at the Royal Hospital Donnybrook, Bloomfield Avenue, Donnybrook, Dublin 4, D04 HX40. The development consists of: permission for a change of use at ground floor level of the Former Nurses Home Building (311 sqm) to a G.P. Practice comprising 5 no. consultation rooms, patient waiting room, reception, entrance lobby, toilets (including disabled facilities), store room, kitchen, boiler room and ancillary site works.	2019-04-05	55,946.65	62.83	Permission	<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>Considering the above, in combination with the lack of any potential for effects to European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No
3647/19	Permission at the former Gardener's Cottage, at the Royal Hospital Donnybrook, Bloomfield Avenue, Donnybrook, Dublin 4, D04 P8N6. The development consists of: permission for a change of use at the former Gardener's Cottage (c. 103 sq m) to a G.P. Practice comprising 3 no. consultation rooms, a minor procedures room, nurses' room, patient waiting room, reception, entrance lobby, shower	2019-11-06	55,946.65	62.83	Permission	<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>Considering the above, in combination with</p>	No

<sup>9</sup> planning application from within the last 5 years were searched using a radius of 200 m around the proposed site, applications within the last 10 years with a 10 year lifespan were also included

<sup>10</sup> That majority of surrounding developments within Dublin city are minor projects with no risk of in-combination effects. Therefore, a summary list of provided here of the six largest proposed schemes within the below stated parameters

<sup>11</sup> Parameters used: planning application from within the last 5 years, within a radius of 200m around the proposed scheme boundary

Project Code	Description	Grant Date	Project Area (sq m)	Distance from Proposed Development (m)	Status	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
	room and toilet facilities (including disabled facilities) and minor ancillary site works.					the lack of any potential for effects to European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.	
2843/21	<p>Permission for development of Donnybrook Primary Care Centre and additional works at Royal Hospital Donnybrook, Morehampton Road, Donnybrook, Dublin 4, D04 HX40. The proposed development comprises :</p> <p>(i) construction of a new Primary Care Centre, 4 storeys over basement level accommodating HSE medical diagnostics, consulting and treatment rooms plus ancillary offices, service areas, staff facilities &amp; circulation (6,175sq.m.), General Practitioner Surgery (552sq.m.), Retail Pharmacy Unit (132sq.m.); car parking, cycle parking, plant, storage and refuse management at basement level; escape stair enclosure; external plant enclosure; all ancillary floorspace (505sq.m.); new Quadrangle Garden; 1 no. National Ambulance Service parking space; vehicular access via existing public entrance to Royal Hospital Donnybrook at Bloomfield Avenue; building signage; sub-station; external plant; connection to existing water and waste-water services;</p> <p>(ii) remove the existing main surface car park at Royal Hospital Donnybrook (82 no. spaces) and re-configure the entrance car park (12 no. spaces), and provide 94 no. spaces as follows, new car parking spaces adjacent existing Hospital building (4 no.), re-configure and extend the Entrance Car Park (66 no.), extend car park adjacent to the Hospital Maintenance Yard (13 no.) and new car parking spaces</p>	2022-12-22	55,946.65	62.83	Permission	<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>Considering the above, in combination with the lack of any potential for effects to European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No

Project Code	Description	Grant Date	Project Area (sq m)	Distance from Proposed Development (m)	Status	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
	adjacent to the Pavilion (11 no.); (iii) New controlled pedestrian and cycle link at Cullinstown Park with new entrance piers & gate, new steps and ramp to connect to existing internal path and road network within the grounds of Royal Hospital; (iv) All related site lighting, hard and soft landscaping, site development works and excavation works above and below ground.						
3766/18	The development will consist of the following - Relocation of existing vehicle and pedestrian entrance of the club from its current position to a new position closer to the south eastern corner of Mountpleasant Square; The re-arrangement of car parking bays within the club grounds and the construction of an extension of 265 sq.m containing two additional squash courts and an accessible toilet, all built attached to the western gable of the existing club house building and all associated ancillary works.	2019-09-16	15,348.42	120.36	Permissio n	This is a small-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.  Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.	No
4455/19	The development will consist of the construction of a ground floor extension to the existing mews building to the rear of the site, providing 1 no. additional bedroom together with minor internal alterations to the mews. The development also consists of alterations to the front boundary wall, piers and front site area along Ranelagh Road to accommodate new vehicular access for 4 no. car parking spaces and bin storage area. The proposal also consists of the construction	2020-02-27	1,062.19	18.01	Permissio n	This is a small-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.  Considering the above, in combination with the lack of any potential for effects on	No



Project Code	Description	Grant Date	Project Area (sq m)	Distance from Proposed Development (m)	Status	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
	of a shed within the existing garden area between the existing house and mews building. All with associated landscaping, modifications to the car parking layout to the rear, together with all necessary site development works.					European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.	
3086/20	RETENTION: Planning permission is sought for a change of use from Medical Practice to Childcare facility to the lower ground floor and rear extension of an existing building.	2020-11-02	1,034.92	7.86	Retention Permission	<p>This is a small-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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No

**Table 2 E ABP applications**

ABP case ID	Date	Decision	Description	Distance from proposed dev. (m)	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
301611	2018-11-22	Grant permission with revised conditions	PROTECTED STRUCTURE: The development will consist of: The part demolition of the existing single storey garage and store to the rear site. The construction of a new two storey, two bedroom mews dwelling, including one car parking space, all accessed off Chelmsford Lane. New services connections, new boundary wall and ancillary site works.	45	<p>This is a 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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No
305238	2019-12-05	Grant permission with revised conditions	Demolition of roof and 3rd floor office accommodation, and construction of a stepped back 3rd floor of office accommodation, with roof terrace fronting onto Sandford Road.	1	<p>This is a 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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No
311692	2022-12-22	Grant permission with revised conditions	Construction of a 4 storey Health Care Centre	63	<p>This is a 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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for</p>	No

ABP case ID	Date	Decision	Description	Distance from proposed dev. (m)	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
					significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.	
314724		Requires Further Consideration	Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]	0	<p>This is a 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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No
316272		Further consideration required	Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme	1	<p>This is a 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>Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.</p>	No
246102	2016-05-30	Grant permission with revised conditions	Demolition of two storey buildings and construction of 5 storey mixed use building containing a boutique hotel.	7	This is a 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.	No

ABP case ID	Date	Decision	Description	Distance from proposed dev. (m)	Characteristics of the potential interactions between the projects; sources and pathways	Likelihood of significant in-combination effects
					Considering the above, in combination with the lack of any potential for effects on European sites arising from the proposed development, it is not considered that there is any potential for significant in-combination effects to any European sites. The consent process for this project was subject to applicable EIA and AA requirements.	

## 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 Guidelines<sup>12</sup> and accompanying Advice Notes<sup>13</sup> 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.

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<sup>12</sup> *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2017 (Draft)

<sup>13</sup> *Advice notes on current practice in the preparation of Environmental Impact Assessment Reports*, EPA, 2003