



Forestry, Ecology & Environment

Environmental Impact Assessment Screening Report

The North Circular Road
Dorset Street Lower to Amiens Street
Walking and Cycling Scheme

Compiled by Veon Ecology,
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Prepared for: Dublin City Council (DCC).

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Table of Contents

Table of Figures.....	2
Table of Tables	2
Table of Photographs	2
Section 1: INTRODUCTION	4
Section 2: PROPOSED DEVELOPMENT	5
2.1 Project Location	5
2.2 Project Description	9
Scope of Works	9
Tree Preservation and Safety Considerations	9
2.3 Environmental Sensitivity of the Project Site	9
2.4 Planning Policy	10
Section 3: EIA Screening Process	11
3.1 Introduction	11
3.2 Relevant Legislation	11
3.3 Methodology	12
3.4 Preliminary Examination in context of proposed development.....	12
3.5 Project Type	13
Section 4: MANDATORY EIAR THRESHOLD REVIEW	14
Section 5: Sub-threshold Development.....	16
5.1 Preliminary Examination	16
5.2 Nature of the development.....	16
5.3 Size of the development	17
5.4 Location of the development	17
5.5 Preliminary Examination Conclusion	17
Section 6: SCREENING	18
6.1 Overview of Schedule 7	18
6.2 Schedule 7A information	18
6.3 Review against Schedule 7 criteria	19
6.4 Review under other relevant EU environmental legislation	24
6.5 Conclusion.....	25
Section 7: REFERENCES	26
Section 8: APPENDICES	27
Appendix 1. LOCAL PLANNING APPLICATIONS WITHIN THE RECEIVING ENVIRONMENT	27
Appendix 2. STANDARD DESCRIPTIONS OF EFFECTS	29
Appendix 3. PHOTOGRAPHS	31

Table of Figures

Figure 2.1: Project site location and layout.	5
Figure 2.2: Corner of Amiens and Portland row.....	6
Figure 2.3: Sheet 1A and 2A.....	7
Figure 2.4: Sheet 2A and 2B.....	7
Figure 2.5: Sheet 3A and 3B.....	8
Figure 2.6: Sheet 4A and 4B.....	8
Figure 3.1: Extract from the OPR Guidance Note, Step-by-Step Approach to EIA Screening (Step 1).	13

Table of Tables

Table 4.1: Mandatory EIAR requirement as per Planning Regulations 2001-2021, Schedule 5 Part 2.....	14
Table 4.2: Mandatory EIAR requirement as per the Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (EIA) (Amendment) Regulations, 2019 (S.I. 279/2019).....	15
Table 6.1: Schedule 7A information.	18
Table 6.2: Other relevant EU environmental legislation.	24

Table of Photographs

Photograph 12.1: View from Connolly station up Amiens Street	31
Photograph 12.2: Corner of Amiens and Portland row	32
Photograph 12.3: Portland row towards north circular	33
Photograph 12.4: Portland row, north circular junction.	34
Photograph 12.5: North circular towards Dorset Street.	35

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Section 1: INTRODUCTION

Veon Ltd. (Veon Ecology) has been appointed by Dublin City Council (DCC), to carry out an Environmental Impact Assessment (EIA) Screening Report for the proposed development of approximately 1.1km of protected cycle paths and improved pedestrian facilities along the route from Dorset Street lower to Amiens Street Walking and Cycling Scheme, hereafter referred to as “the proposed project”. The Walking & Cycling scheme commences at the Dorset Street Lower / North Circular Road junction, heading south-eastward along the North Circular Road to its junction with Summerhill, then southward along Portland Row to its junction with Amiens Street (The Five Lamps). This is referred to hereafter as “The Scheme”.

Dublin City Council have identified the Scheme for developing a walking and cycle design. The proposed scheme will deliver a cycle route approximately 1.1km long, in an area of 2.98ha. The route forms part of the National Transport Authority’s GDA Cycle Network Plan. The scheme will provide quality, protected cycling facilities to cater for all ages and abilities. It will facilitate a more active lifestyle for all ages bringing multiple benefits for physical and mental wellbeing.

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 EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Regulation and Roads Act and Regulations. The methodology has particular regard to the ‘3-Step’ assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents.

An EIA Screening for the proposed project has been prepared and is provided in **Section 6**. The screening assessment concluded as follows:

It is considered that the proposed Dorset Street lower to Amiens Street Walking and Cycling Scheme would not be likely to have significant negative effects on the environment and does not need to be subject to Environmental Impact Assessment (EIA) and no Environmental Impact Assessment Report (EIAR) is required for it.

This EIA Screening Report is structured to assess the relevant project and environmental criteria as follows:

- Description of proposed development location.
- Description of the proposed project.
- The legislative basis for EIA.
- Mandatory EIAR threshold review.
- Preliminary examination.
- Screening.
- Conclusion.

Section 2: PROPOSED DEVELOPMENT

2.1 Project Location

The proposed development site is located from Dorset Street lower to Amiens Street (**See Location Map, Figure 2.1**). The location of the project is within the urban built environment of North Circular Road, Co. Dublin. The site layout covers a narrow construction envelope of existing built surfaces and amenities. The area of the proposed development redline boundary is approximately 10 ha. The extent of the site is approximately 1.1 km in length.

The proposed scheme is in the North Circular Road - Dorset Street Lower to Amiens Street. The Walking & Cycling scheme commences at the Dorset Street Lower / North Circular Road junction, heading south-eastward along the North Circular Road to its junction with Summerhill, then southward along Portland Row to its junction with Amiens Street (The Five Lamps).

The proposed scheme is located within a highly populated urban area. The route traverses through generally suburban neighbourhoods providing access to secondary schools, as well as services, amenities and recreational facilities. There are numerous amenities nearby the route as well as a few schools and public parks including Mountjoy Square Park. The proposed development footprint is highly urbanized and heavily car dominated. It is surrounded by buildings, parking spaces and footways (**Figure 2.2**).

The development footprint is not located within any Special Areas of Conservation (SACs) or Special Areas of Protection (SPAs). The closest European site is the South Dublin Bay and River Tolka Estuary SPA (004024) which is located c. 1500 m east of the proposed development site (nearest point). No annex I habitats are recorded onsite or in the immediate vicinity.

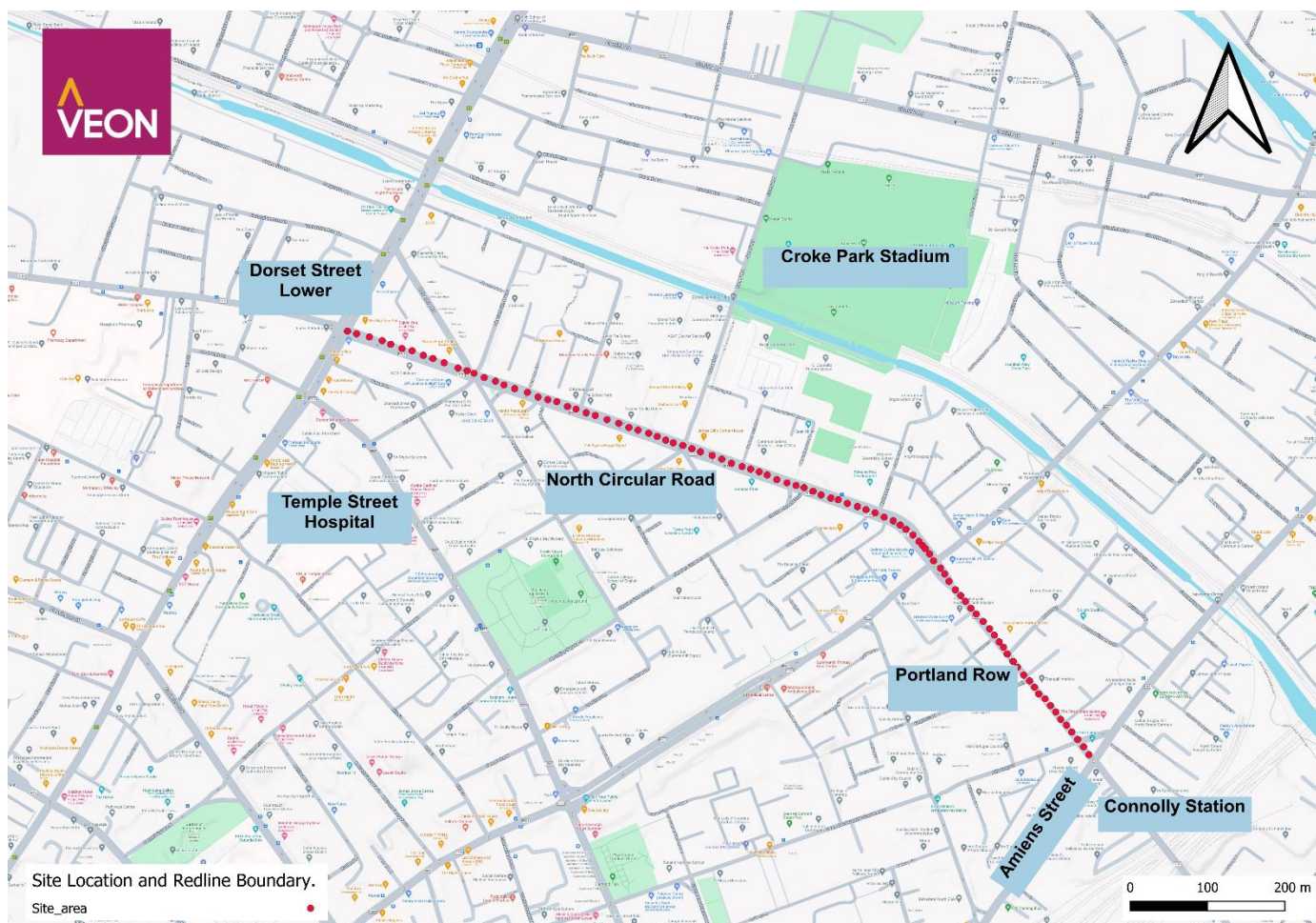


Figure 2.1: Project site location and layout.



Figure 2.2: Corner of Amiens and Portland row

2.2 Project Description

North Circular Road Improvement Scheme – Dorset Street Lower to Amiens Street

Dublin City Council has proposed a scheme to develop dedicated walking and cycling infrastructure along the North Circular Road, from Dorset Street Lower to Amiens Street. This project will establish a 1.1 km cycle route within a 2.98-hectare area, as part of the National Transport Authority's Greater Dublin Area (GDA) Cycle Network Plan.

Scope of Works

The project aims to create a safe, accessible environment for pedestrians and cyclists, with the following key elements:

- **Segregation Measures:** Installation of separation features including kerbs, build-out islands, greenery, and bituminous surfacing.
- **Road Markings:** Removal and reapplication of road markings to accommodate new walking and cycling zones.
- **Traffic Signage and Poles:** Potential removal and installation of signage to reflect the new road layout.
- **Reduction of Vehicle Space:** Narrowing or removing traffic lanes to enhance space for pedestrians and cyclists.
- **Traffic Calming Measures:** Introduction of features to reduce vehicle speeds and improve safety for all users.
- **Traffic Signal Adjustments:** Modification of signal phasing and timings to support the new cycling and pedestrian-focused layout.
- **Side Road Treatments:** Enhancements at intersections, including the addition of modal filters and road closures to limit through-traffic. These modifications will support the creation of quieter, pedestrian-friendly cul-de-sacs.

Tree Preservation and Safety Considerations

A core objective of the scheme is to preserve existing trees where possible. However, for the safety of road users, particularly regarding visibility at intersections, some trees may need to be removed if they obstruct sightlines. An initial review of the preliminary General Arrangement (GA) drawings identified three trees that may impact visibility; further analysis is recommended. A comprehensive assessment of visibility sightlines at each side road will be conducted in the detailed design phase to ensure compliance with safety standards.

2.3 Environmental Sensitivity of the Project Site

Hydrology

Currently, the most significant hydrological feature near the proposed development site is the Royal Canal Main Line (Liffey and Dublin Bay) (EPA Code: IE_09_AWB_RCMLE), situated approximately 200m north of the development site's boundary at Charleville Mall. TOLKA_060 (EPA code: IE_EA_09T011150) lies 850m to the north-east of the development site, adjacent to the South Dublin Bay and River Tolka Estuary SPA. LIFFEY_190 (EPA code: IE_EA_09L012360) is located 1100m south-east of the development site, adjoining the North-West Irish Sea SPA.

Groundwater and Flooding

Based on the EPA mapping web resources, the WFD (Water Framework Directive) Groundwater Status notes the area as 'Good', indicating that the WFD status is 'Not at risk'.

The EPA mapping notes the Bedrock Aquifer is described as 'Locally Important Aquifer' – 'Bedrock which is Moderately Productive only in Local Zones' (Geological Survey of Ireland). Aquifer Vulnerability is generally described as 'Low' (Score: 1.0). The National Groundwater Vulnerability of the site is classified as 'Low' (Code: L).

Air Quality

The EPA Air Zone designation for the Site is 'Zone A' 'Dublin Conurbation'. The Air Quality Index Regions indicate that Air Quality is 'Good' (Source: EPA Maps, Environment and Wellbeing).

Soils and Geology

The EPA mapping indicates that the bedrock in the vicinity of the project consists of Visean limestone and calcareous shale, from the Palaeozoic era, specifically Carboniferous Mississippian. Additionally, the EPA mapping shows that the majority of the site's subsoil is classified as Made ground.

Designated Sites

There are No. 2 Special Areas of Conservation (SAC) and No.2 Special Protection Areas (SPA) located within c. 5 km of the proposed scheme. These include the following: South Dublin Bay SAC (000210), North Dublin Bay SAC (000206), North Bull Island SPA (004006) and South Dublin Bay and River Tolka Estuary SPA (004024).

The accompanying Screening for Appropriate Assessment Report for the proposed project has been prepared and is provided in **Section 4**. The screening assessment concluded as follows:

It can be concluded, in view of best scientific knowledge on the basis of objective information and in light of the conservation objectives of the relevant European Sites, that the proposed project (i.e. Dorset Street lower to Amiens Street, Walking and Cycling Scheme with all associated infrastructure works), individually or in combination with other plans and projects, (given the implementation of best codes of practice) would not have a likely significant effect on any European Site.

Cultural Heritage

A small number of sites near the route are included in the National Inventory of Architectural Heritage (NIAH). These sites primarily encompass historic structures within the area:

- Big Tree Tavern, 493 North Circular Road, Dorset Street Lower, Dublin,
- Ulster Bank/Violets/Home Appliance Centre, 79-82 Dorset Street Lower, North Circular Road, Dublin
- The pillar box on the southern side of the North Circular Road, outside No. 530
- The Five Lamps, Amiens Street, North Strand, Dublin 1

2.4 Planning Policy

Within the Irish planning system, the county or city development plan is the principal planning strategy document for the development of a local authority area over the statutory time period of the plan. The development plan gives spatial expression to the physical, economic, social and environmental needs of the community, in order to support and regulate new development, enhance valued assets and amenities and protect the environment.

The Dublin City Development Plan 2022-2028 was adopted at a Special Council meeting on the 2nd of November 2022. The plan came into effect on the 14th of December 2022.

The plan sets out the following relevant policies under Chapter 8: Sustainable Movement and Transport.

It is the Policy of Dublin City Council:

Walking, Cycling and Active Travel

SMT16 To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

Active Travel Initiatives

SMT17 To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.

The Pedestrian Environment

SMT18 To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

Integration of Active Travel with Public Transport

SMT19 To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.

The plan notes the following relevant objectives:

It is an Objective of Dublin City Council:

SMT08 To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02.

Greater Dublin Area Cycle Network Plan

SMT09 To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.

Section 3: EIA Screening Process

3.1 Introduction

The legislative background is detailed within this section of the report, in order for the Competent Authority (CA), to review the information presented and determine if the proposed works (i.e. Dorset Street lower to Amiens Street Walking and Cycling Scheme) requires the preparation of an EIAR.

3.2 Relevant Legislation

The requirements for an EIA derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) as codified and replaced by Directive 2011/92/EU, of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU; referred to in this report as the EIA Directive. The EIA Directive has been transposed into Irish law under the Planning and Development Act, 2000, as amended and the associated Planning and Development Regulations 2001 and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

This legislation and regulations identify developments by type and thresholds of scale, for which an EIAR is considered mandatory. Annex I of the EIA Directive identifies projects which require a mandatory EIAR, and Annex II identifies thresholds for projects in which an EIAR is required. These are identified under Parts 1 and 2 under Schedule 5 of the Planning and Development Regulation 2001.

The basis for this assessment is whether the proposed project exceeds mandatory “thresholds” or is considered to have a potential impact on “sub-threshold” criteria set out under legislation.

This project includes proposals on public road and therefore it is important to have regard to the Roads Act and Regulations as well Planning Acts and Regulations. The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended.
- Roads Act 1993 as amended.
- Planning and Development Regulations 2001 as amended.
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU.
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019).
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003.
- Circular Letter: PL 05/2018 27th August 2018 Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment (the EIA Directive) and Revised Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development.
- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening- Practice Note.

3.3 Methodology

Screening is the initial stage in the process to determine whether or not an EIAR is required. This determination is made through review of the mandatory and threshold projects outlined within the Planning and Development Regulations 2001 as amended. The report considered in preparation of this report guidance from the following documents and legislation:

- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. August 2018. Department of Housing, Planning and Local Government.
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports. May 2022. Environmental Protection Agency.
- Environmental Impact Assessment (EIA): Guidance for Consent Authorities regarding Sub-threshold Development. August 2003. Government of Ireland.
- Guidance on EIA Screening. June 2001. European Commission.

3.4 Preliminary Examination in context of proposed development

The Office of the Planning Regulator (OPR) has issued guidance in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids Planning Authorities as the Competent Authority in this area. This report has had regard to the OPR guidance and methodology which sets out a 3 Step Process (See **Figure 3.1** below).



Figure 3.1: Extract from the OPR Guidance Note, Step-by-Step Approach to EIA Screening (Step 1).

3.5 Project Type

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 the carrying out of works including:

- Changes to road surface markings.
- Creation of new one-way cycle tracks on both sides of the road with extruded kerbs and new asphalt surface.
- Relocation and increased disabled parking bays and bicycle parking.
- Works also include formation of modal filters/road closures

These works can be considered to be minor and will not generally cause any material change in use of the roadway. They will also not change of the character or intensity of use to any material extent. On this basis it could 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'. The term 'improvement' can be taken to apply to a scheme of this nature.

Section 4: MANDATORY EIAR THRESHOLD REVIEW

A list of the types or classes of development that require EIA or screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, (Regulations) as amended.

‘Sub-threshold development’ comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

The specific nature of the proposed development is not stated in Part 1 of Schedule 5 of the Regulations. Sub-threshold projects in Schedule 5 Part 2 require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 5 Part 2 provides the following relevant projects/thresholds (See **Table 4.1**) Analysis of thresholds under the Roads Act 1993 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019) is outlined in **Table 4.2**.

Table 4.1: Mandatory EIAR requirement as per Planning Regulations 2001-2021, Schedule 5 Part 2.

Mandatory	Regulatory Reference	Response
<p>10. Infrastructure projects</p> <p>(b)</p> <p>(i) Construction of more than 500 dwelling units.</p> <p>(ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</p> <p>(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.</p> <p>(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</p>	<p>Planning and Development Regulations 2001-2021, Schedule 5, Part 2</p>	<p>European Commission guidelines suggest that projects with similar characteristics are not explicitly mentioned in the EIA Directive could include bus garages, train depots; Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.</p> <p>Projects to which the terms ‘urban’ and ‘infrastructure’ can relate, such as the construction of sewerage and water supply networks, could also be included in this category.</p> <p>Projects for integrated urban transport schemes (e.g. parallel works at different locations to upgrade bus lanes, tramlines, bus, tram and/or metro stops), could also fall under this project category.</p> <p>There is no direct reference to pedestrian and cycle facility improvements, and it cannot be presumed that the project is an ‘urban development’ that falls under this threshold definition¹.</p> <p>In addition, at approximately 10 ha, the project is far below the applicable threshold. It may on this basis be considered to fall into the project type but to be ‘sub-threshold’.</p> <p>Mandatory Threshold Trigger Not Reached.</p>
<p>(dd) All private roads which would exceed 2000 metres in length.</p>		<p>The Directive Includes:</p> <p>(e) Construction of roads, harbours, and port installations, including fishing harbours (projects not included in Annex I). In Case C-142/07, Ecologistas en Acción-CODA, the Court held that the concept of ‘road’ in the EIA Directive does not make any distinction with regard to its applicability as to whether a road is a private or a public one.</p> <p>Mandatory Threshold Trigger Not reached.</p>

¹ European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive, pp.50-52

Table 4.2: Mandatory EIAR requirement as per the Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (EIA) (Amendment) Regulations, 2019 (S.I. 279/2019).

Mandatory	Regulatory Reference	Response
(i) Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended	The proposed project development is not a Motorway. Mandatory Threshold Trigger Not Reached.
(ii) Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended	The project does not provide for the development of a busway. Mandatory Threshold Trigger Not Reached.
(iii) Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as Amended	The proposed project is not a Service Area. Mandatory Threshold Trigger Not Reached.
<p>(iv) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.</p> <p>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.</p> <p>The construction of a new bridge or tunnel which would be 100 metres or more in length</p>	Prescribed by Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993).	<p>The proposed project provides for development to a route of c. 1.1km in length within an urban area. The road would not be realigned or widened to provide for four or more lanes. The scheme does not provide for a new bridge or tunnel.</p> <p>The proposed development therefore does not fall into the prescribed type of development whether it is considered to be in an urban or rural area.</p> <p>Mandatory Threshold Trigger Not Reached.</p>

It is noted that Section 50(1)(b) and (c) of the Roads Act, 1993 allows for An Bord Pleanála (ABP) to direct the road authority to prepare an EIAR where it considers that a proposed road development would be likely to have significant effects on the environment.

In relation to proposed development none of the thresholds above are exceeded. Accordingly, the project is sub threshold development and under Step 1(b) of the OPR guidance a preliminary examination is required under Step 2².

² Art 120 (1) (a) of the Planning Regulations provides that; “where the authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development”.

Section 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 outlined in **Section 4**, following the EU guidance alone, the proposed scheme could be considered as not falling into the urban development project type, however, out of an abundance of caution, for the purposes of a robust screening assessment, the scheme can be taken to correspond to fall into the 'urban development' project type. At approximately 10 ha, it is far below the applicable threshold. It may on this basis be considered to fall into the project type but to be 'sub-threshold'.

5.1 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 OPR guidance states a number of questions to assist the preliminary examination.

5.2 Nature of the development

Is the nature of the proposed development exceptional in the context of the existing environment?

The project provides for works within and adjoining existing roads where active travel mobility options (particularly bicycle) already utilise the road. The project encourages sustainable modes of transport and is unlikely to give rise to increase in pollutants. There is potential for localised production of wastes during the construction phase. The proposed development is therefore not exceptional in the context of the existing environment.

5.3 Size of the development

Is the size of the proposed development exceptional in the context of the existing environment?

The size of the development is not exceptional in the existing environment. While the proposed project will change the nature and appearance of the carriageway it will not materially increase its size.

Are there cumulative considerations having regard to other existing and/or permitted projects?

The proposed development is derived from the 2022 GDACNP <https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf> and this network has been incorporated into the NTA Greater Dublin Area Transport Strategy 2022-2042. This has been subject to Strategic Environmental Assessment (SEA) which has 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. Parts of the Dublin Cycle Network route have already been commenced or progressed. Therefore, there are cumulative considerations having regard to other existing and/or permitted projects.

Additionally, proposed development is consistent with the Policies and Objectives of the Dublin City Development Plan 2022-2028.

5.4 Location of the development

Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?

The proposed project is not located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location. The project provides for works on existing roads and paved surfaces and will not involve any modification of culverted watercourses.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area?

The proposed project traverses a developed urban area with large residential and commercial populations. The project will provide an attractive route for the population to access services, employment, education and recreation. It may potentially give rise to disturbance during the construction phase, particularly at large junctions.

5.5 Preliminary Examination Conclusion

Following the preliminary examination of the proposed development, it has been concluded that there are doubts regarding the likelihood of significant effects on the environment arising from the proposed development and to proceed to stage 3 a screening determination.

Section 6: SCREENING

6.1 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. The criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment are grouped under three headings which correspond to the Schedule 7.

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

Schedule 7A sets out information which is required to be provided for subthreshold projects to enable review against the Schedule 7 criteria.

6.2 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 Schedule 7A information is listed below in **Table 5.1**, the right-hand column shows where the information is provided in this report.

Table 6.1: Schedule 7A information.

Schedule 7A requirement	Section the information is provided in
1. A description of the proposed development	Section 2 of this report
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.	Section 6 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 6 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 6 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, no further information on the characteristics of the proposed scheme and its likely significant effects on the environment is relevant or required. Relevant assessments of potential effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive are set out in the Section 6.4 of this report.
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 no significant adverse effects are found to be likely, no such features or measures are necessary.

6.3 Review against Schedule 7 criteria

Schedule 7 Criteria	Commentary
1. Characteristics of Proposed Development The characteristics of proposed development, in particular:	
(a) the size and design of the whole of the proposed development.	<p>The scheme covers an approximate length of 1.1km. The Walking & Cycling scheme commences at the Dorset Street Lower / North Circular Road junction, heading south-eastward along the North Circular Road to its junction with Summerhill, then southward along Portland Row to its junction with Amiens Street (The Five Lamps). The extents of the scheme are highlighted red on Figure 2.1.</p> <p>It is proposed to restrict vehicular access to certain roads using modal filters. Several alternative diversion routes have also been suggested.</p>
(b) Cumulative Impact Assessment with Existing Developments This assessment pertains to the cumulative impact of the proposed development when combined with other existing developments, including those that have already received consent under section 172(1A)(b) of the Act, as well as any developments subject to consent under the Environmental Impact Assessment Directive or any other Enactment. Swords to City Scheme Overview The Swords to City Scheme is a vital component of the BusConnects Dublin programme, an integral part of the Government's strategy to enhance public transportation and combat climate change. The objectives of the Scheme include the provision of necessary bus, cycling, and pedestrian infrastructure improvements, aimed at reducing car dependency and promoting a modal shift. These enhancements will contribute to creating an efficient, low-carbon, and climate-resilient city.	<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 route forms part of Greater Dublin Area Cycle Network Plan. Other parts of the network have been progressed or implemented in the DCC areas. The route also interacts with a number of other radial routes. The GDA Cycle Network Plan was subject to an SEA, but the route has not been subject to an EIAR.</p> <p>There are existing live permissions for other, as yet unbuilt, developments in the vicinity of the route. These are further detailed in Section 8, Appendix 1.</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.	No significant waste streams will be generated during the construction or operation of the scheme. Waste generated during construction and operation can be anticipated to be typical for a small scale works project.
(f) pollution and nuisances.	<p>During construction phase, the proposed development is likely to generate localised and short-term noise, dust and minor traffic.</p> <p>The proposed scheme is likely to have a neutral impact on pollution. The construction phase is likely to introduce nuisance to local residential populations and those accessing services, employment and amenities along the alignment. The alterations of travel patterns may cause localised nuisance.</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. The proposal will provide improved and 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>
h) the risks to human health (for example, due to water contamination or air pollution).	Active travel measures are likely to be beneficial to human health. The project is unlikely to give rise to risks to human health arising from contamination or pollution.

Schedule 7 Criteria	Commentary
2. Location of proposed development The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:	
(a) the existing and approved land use.	The land-uses of the surrounding area are mainly residential with some commercial, educational, office, recreation and amenity/open space. The project is located in the road corridor and does not impinge on existing or permitted land uses or developments.
(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>The project is located within an urban area on public roadways.</p> <p>Due to the nature of the proposed scheme (i.e. upgrading existing infrastructure within the existing road footprint to accommodate more active and sustainable modes of transport), the completed works are not expected to result in significant increased surface water runoff to the connected drainage network or waterways.</p>
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths;	Not applicable due to scale and location of scheme.
(ii) coastal zones and the marine environment;	Not applicable due to scale and location of scheme.
(iii) mountain and forest areas;	Not applicable due to scale and location of scheme.
(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:	The accompanying AA Screening Report (Veon, 2024) confirms that proposed project is not likely to have any direct impact on or provide a pathway for pollutants to any Natura 2000 site.
(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;	The project will not have any impact on an area which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union.
(vii) densely populated areas;	The project is located within a densely populated area in the northside of Dublin City. The cycle and walking scheme will provide a significant and positive recreational amenity for resident and visitor populations, that encourages healthy travel options. It is likely that the populations will experience disturbance during the construction phase and those utilising the routes in vehicles will experience inconvenience (particularly from works at large junctions).
(viii) landscapes and sites of historical, cultural or archaeological significance.	<p>The project does not have any negative impact on landscapes or views, material assets or cultural/heritage artefacts of significance.</p> <p>No protected structures will be affected by the works.</p>

Schedule 7 Criteria	Commentary
3. Types and characteristics of potential impacts 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 project will directly affect an existing roadway along a route of c.1.1 km. It is likely that the impact of the project will extend beyond the project area during construction (particularly on the road network).
(b) the nature of the impact.	<p>Implementation of the proposed scheme will be undertaken on existing built surfaces.</p> <p>The proposed scheme provides for the long-term development of segregated cycleways along the selected route. Vehicular access to certain roads will be restricted using modal filters, and several alternative diversion routes have been suggested.</p> <p>The level of potential noise, dust and 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, these temporary effects will be within appropriate standards and can be characterised as imperceptible to slight in significance.</p> <p>Temporary effects on landscape during construction are also likely to be like those arising from routine road maintenance works and are likely to range from imperceptible to slight.</p> <p>During construction, 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 traffic management planning and that these effects will be imperceptible to slight.</p> <p>No trees will need to be felled to facilitate the construction of the scheme. Pedestrian and cyclist facilities will be improved by the proposed scheme. It is anticipated that the effect of the scheme on traffic will not be significant.</p> <p>Once completed, the overall permanent effects of the proposed scheme during operation can be expected to be largely positive.</p>
(c) the transboundary nature of the impact.	Not applicable due to scale and location of scheme.
(d) the intensity and complexity of the impact.	<p>Construction impacts will be temporary, of low to slight intensity and will not be complex.</p> <p>Operational effects can be expected to be permanent and imperceptible to insignificant.</p>
(e) the probability of the impact.	The project is design is subject to refinement and decisions on the design of various details including the specific details of the school zones will be confirmed at a detailed design stage, following consultations. The impacts of the project during construction phase and operation are comprehended as probable, as the project is set to be developed within a defined road

	corridor and development area of c. 10 ha. Thus, the effects outlined at (b) above are likely to occur.
(f) the expected onset, duration, frequency and reversibility of the impact.	<p>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. Thus, temporary environmental impacts are likely to occur. These are not likely to be significant, within the meaning of the Directive.</p> <p>Overall operational effects will be permanent and imperceptible to insignificant.</p>
(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 previously in 1(b) above, there are numerous other permitted and proposed projects in the locality. There are also other cycle routes as identified in the Greater Dublin Area Cycle Network. 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.</p> <p>Other schemes in the greater area are under development by DCC. These schemes are not contiguous with the subject proposal and the subject proposal is not dependent on any of the other schemes. Because of this it is not required to consider any of the other schemes as part of the 'whole' 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' because they are not excluded in order to circumvent compliance with the requirements of the EIA Directive.</p> <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>
(h) the possibility of effectively reducing the impact.	<p>There is potential to reduce the impact of the project at construction stage with a detailed construction management plan. Construction effects will be managed so as to be within appropriate standards by adherence to standard protocols.</p> <p>A high level of aesthetic design is anticipated to ensure that any visual impact is effectively minimised. 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>It is likely that the operation of the scheme will be significant and positive, with benefits for local and visiting populations.</p>

Screening Considerations							
Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	Construction	Perceived negative changes due to landscaping works and road works.	Local	Likely	Slight	Neutral	Temporary
	Operation	Segregated and improved cycling and walking infrastructure to ensure appropriate infrastructure for the area and enhance landscape.	Local	Likely	Moderate	Positive	Permanent
Visual	Construction	Perceived negative changes due to emergence of machinery and works on the roads.	Local	Likely	Moderate	Negative	Short Term
	Operation	Changes to existing street character	Local	Likely	Significant	Positive	Permanent
Biodiversity	Construction	Perception that construction works may interact with biodiversity.	Local	Not Likely	Slight	Neutral	Temporary
	Operation	Enhanced landscaping measures.	Local	Likely	Moderate	Positive	Permanent
Land & Soil	Construction	Loss of subsoil from site.	Local	Likely	Slight	Negative	Permanent
		Potential contamination due to accidental spillage.	Local	Not Likely	Imperceptible	Neutral	Short Term
		Increased surface water run-off due to alteration of surface profile and soil compaction.	Local	Likely	Imperceptible	Neutral	Temporary
	Operation	None predicted.	N/A	N/A	N/A	N/A	N/A
Human Health	Construction	Potential for inconvenience of populations depending on the extent and duration of works.	Local	Likely	Moderate	Neutral	Temporary
	Operation	Potential for inconvenience and disturbance if the scheme were to negatively alter established means of travel.	Local	Likely	Significant	Positive	Permanent
		Improved public health through use of Active Travel/Cycle Lane facilities.	Local	Not Likely	Moderate	Neutral	Permanent
Water	Construction	Accidental pollution events occurring.	Local	Not Likely	Imperceptible	Neutral	Short Term
	Operation	Increased surface water run-off to existing surface water network.	Local	Likely	Imperceptible	Neutral	Permanent
Air Quality & Climate	Construction	Reduction of air quality as a result of construction traffic and emissions from construction and plant machinery.	Local	Likely	Not Significant	Neutral	Permanent
	Operation	Improved air quality due to the promotion of active travel along the route	Local	Likely	Moderate	Positive	Long Term
Noise	Construction	Increase in noise as a result of construction activity, and operation of plant and machinery.	Local	Likely	Slight	Negative	Temporary
	Operation	None Predicted.	N/A	N/A	N/A	N/A	N/A
Cultural Heritage: Built Heritage	Construction	None Predicted.	N/A	N/A	N/A	N/A	N/A
	Operation	None Predicted.	N/A	N/A	N/A	N/A	N/A
Cultural Heritage: Archaeology	Construction	None Predicted	N/A	N/A	N/A	N/A	N/A
	Operation	None Predicted	N/A	N/A	N/A	N/A	N/A

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 insignificant and permanent during operational phase of the project. 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 was carried out **See Table 6.2** below. 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 (h) of the table above.

6.4 Review under other relevant EU environmental legislation

Other relevant EU environmental legislation may include:

- Air Quality Directive (2008/50/EC)
- SEA Directive (2001/42/EC)
- Birds and Habitats Directives (79/409/EEC, 2009/147/EC & 92/43/EEC)
- Water Framework Directive (2000/60/EC)
- Floods Directive (2007/60/EC)
- Noise Directive (2002/49/EC)
- Waste Framework Directive (2008/98/EC)

Table 6.2: Other relevant EU environmental legislation.

Directive	Comments
Air Quality Directive (2008/50/EC)	There will be no air emissions of significance from the proposed scheme during operation. Construction impacts will be local short term and insignificant. As a result, no assessment is required pursuant to this 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).
Birds and Habitats Directives (79/409/EEC, 2009/147/EC & 92/43/EEC)	<p>An AA Screening Report has been prepared for the proposed scheme (Veon, 2024).</p> <p>Taking into consideration the proposed development works and operation, the lack of direct hydrological pathway or biodiversity corridor link to conservation sites and the dilution effect with other effluent and surface runoff, it is concluded that this scheme would not give rise to any significant effects to designated Natura 2000 Sites.</p> <p>Thus, the AA Screening Report 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.</p>

Water Framework Directive (2000/60/EC)	The proposed scheme does not have significant potential to cause effects on any relevant watercourse and there is no requirement for any specific assessment pursuant to this Directive.
Floods Directive (2007/60/EC)	A review of the OPW's flood maps show that the proposed development area is not within river or coastal flooding extents. Past flood events have been recorded in the greater surrounding area of the proposed scheme.
Noise Directive (2002/49/EC)	Construction noise will be local, short term and insignificant. No significant noise effects are likely to occur during operation of the scheme. As a result, no assessment is required pursuant to this Directive.
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.

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.

6.5 Conclusion

The scale of the proposed development, when viewed individually and cumulatively, is relatively small in the context of both the EIA threshold criteria and types of projects listed in the regulations which require EIA.

It is considered that the proposed Dorset Street lower to Amiens Street Walking and Cycling Scheme would not be likely to have significant negative effects on the environment and does not need to be subject to Environmental Impact Assessment (EIA) and no Environmental Impact Assessment Report (EIAR) 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.

The accompanying Appropriate Assessment (AA) Screening Report confirms that there will be no significant effect to Natura 2000 sites as a result of the proposed development, alone or in combination with any other permitted or proposed project.

Section 7: REFERENCES

- An Bord Pleanála. (n.d.). 317121. [online] Available at: <https://www.pleanala.ie/en-ie/case/317121>
- CIEEM (2018). The Guidelines for Ecological Impact Assessment in the UK and Ireland.
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- Department of Housing, Planning and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
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- European Commission (2001) Guidance on EIA Screening.
- European Commission (2011) Directive 2011/92/EU of the European Parliament and the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment.
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- European Union (2018) European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.
- Fossitt, J.A. (2000). A Guide to Habitats in Ireland. The Heritage Council.
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- [www.metrolink.ie](https://www.metrolink.ie/en/news/latest-news/railway-order-application-for-metrolink-300922/). (n.d.). Railway Order Application for MetroLink 30/09/22 - MetroLinkWeb. [online] Available at: <https://www.metrolink.ie/en/news/latest-news/railway-order-application-for-metrolink-300922/>

Section 8: APPENDICES

Appendix 1. LOCAL PLANNING APPLICATIONS³ WITHIN THE RECEIVING ENVIRONMENT⁴

Planning Reference	Proposed Development	Decision	Potential Cumulative or In-combination effects	Are significant in-combination effects likely
3449/21	The Clontarf to City Centre Cycle & Bus Priority Project (C2CC Project) will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	Approved	Provide high quality, continuous and consistent cycling facilities to cater for existing and future demand; Improve the urban realm, landscape and built environment along the route; Protect vulnerable road users through the delivery of a safe and attractive route for commuter and recreational cycling, and the upgrade and provision of additional pedestrian crossings; Improve bus journey times and reliability; Simplify the interchange between bus services and other transport modes; Reduce reliance on private car transport; Provide for a reduction in transport emissions through encouraging a modal shift to active travel and public transport use;	No
HA06D.317121	The Swords to City Scheme is part of the BusConnects Dublin programme, a key element of the Government's policy to improve public transport and address climate change. The objectives of the Scheme include provision of necessary bus, cycle, and walking infrastructure enhancements that will facilitate modal shift from car dependency contributing to an efficient, low carbon and climate resilient City.	Grant permission	The aim of the Proposed Scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme is a key measure that delivers on commitments within the National Development Plan (2021-2030), the Transport Strategy for the Greater Dublin Area (2022-2042) the Climate Action Plan (2023) and the National Planning Framework 2040.	No
	The MetroLink project aims to develop a new high-capacity high frequency segregated rail corridor from Charlemont to Swords, via Dublin Airport. The MetroLink Project integrates with Irish Rail, Dublin Bus and Luas services to provide a fully integrated public transport system in the Greater Dublin Area. The corridor is predominately in tunnel and includes 16		MetroLink will deliver transformative public transportation infrastructure for Ireland and the Greater Dublin Area, the first of its kind for the country. MetroLink's high-capacity, high-frequency, modern and efficient metro railway with 16 new stations running from Swords to Charlemont will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network with major interchanges at Glasnevin and Tara. MetroLink is being designed with full accessibility and active travel modes such as walking and cycling at its core.	

³ The majority of surrounding developments are minor projects with no risk of in-combination effects. Therefore, a summary list is provided here of the relevant projects within the stated parameters.

⁴ Parameters used: Planning application from within the last 5 years, within a radius of 200m surrounding the proposed development.

	new stations, including 11 underground stations, and a park and ride facility.		<p>As well as linking major transport hubs, MetroLink will connect key destinations including the Mater and Rotunda Hospitals, Dublin City University (DCU) and Trinity College Dublin (TCD) and serve such communities as Swords, Ballymun, Glasnevin, Ranelagh and all points in between.</p> <p>Much of the 18.8km route will run underground, an exciting innovation for Irish public transport. MetroLink's fully automated trains will run every three minutes during peak periods. MetroLink will be capable of delivering a service frequency of one train every 90 seconds to accommodate growing passenger numbers when required. The system will be capable of carrying up to 20,000 passengers per direction per hour in each direction. For comparison, current Luas Green Line services can carry approximately 9,000 passengers per direction per hour.</p> <p>Passengers will be able to travel from Swords to Dublin city centre in approximately 25 minutes.</p>	
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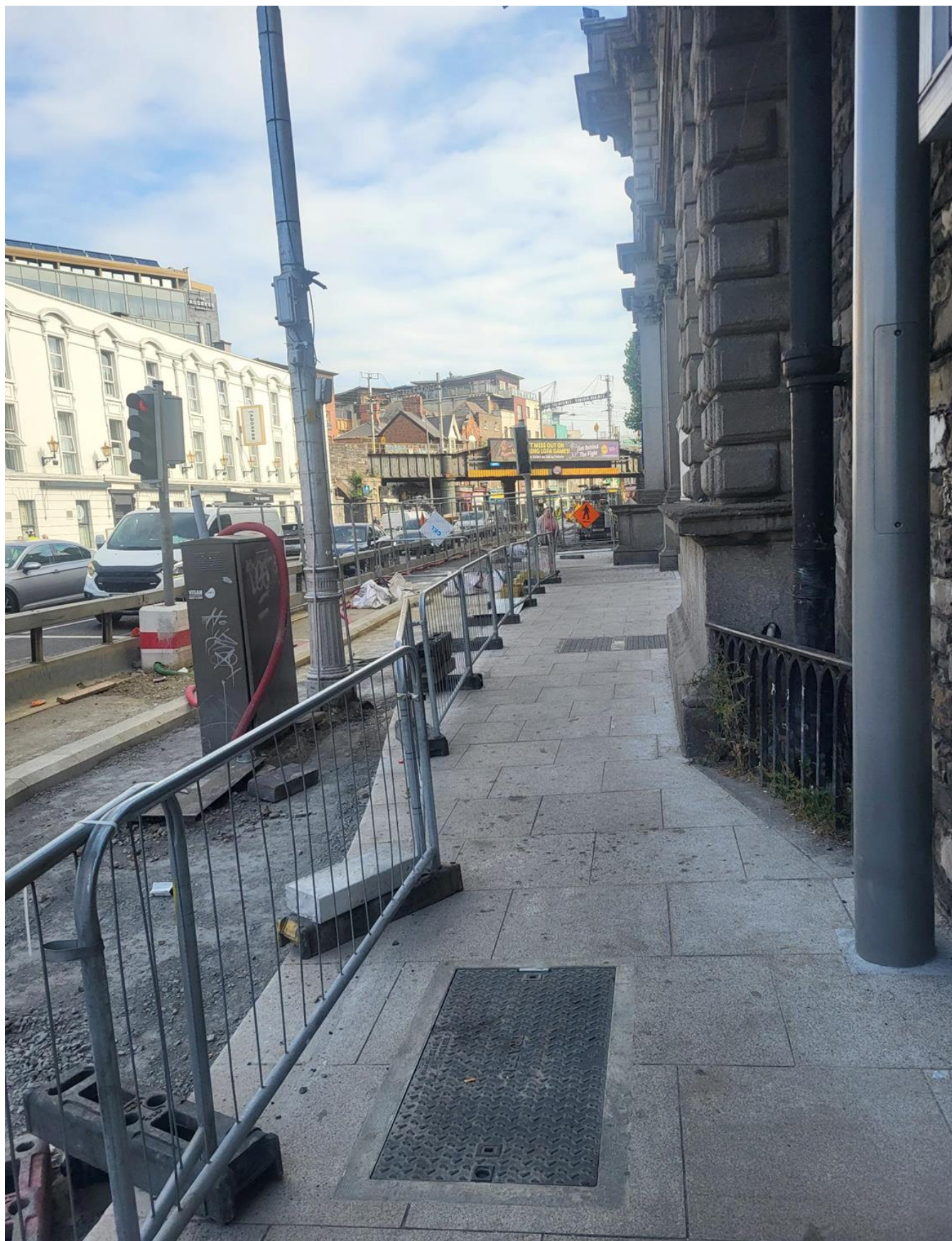
Appendix 2. STANDARD DESCRIPTIONS OF EFFECTS

Extract from Guidelines on the information to be contained in Environmental Impact Assessment Reports, (EPA, 2022).

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

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

Appendix 3. PHOTOGRAPHS



Photograph 12.1: View from Connolly station up Amiens Street



Photograph 12.2: Corner of Amiens and Portland row



Photograph 12.3: Portland row towards north circular



Photograph 12.4: Portland row, north circular junction.



Photograph 12.5: North circular towards Dorset Street.