

10 Monkstown Road
Blackrock
Co. Dublin
12/9/2023

An Bord Pleanála
64 Marlborough St.
Rotunda
Dublin 1

RE: Section 5 Planning and Development Act 2000 – Living Streets – Coastal Mobility Route
(Blackrock to Sandycove)


Dear Sir/ Madam,

I am asking the Bord to review whether or not DLRCoCo scheme entitled the "Living Streets Coastal Mobility Route (Blackrock to Sandycove)" constitutes Development in accordance with the planning and Development Act 2000 (as amended) that requires an Environmental Impact Assessment Report (EIA) and Appropriate Assessment (AA) . To support this review request I enclosed the following;

1. DlrCoCo letter dated received 14TH September 2023 and dated 11th September 2023, declaring it as exempted development
2. My letter to DlrCoCo dated 10 August 2023, setting out my argument to support the view that it is a development and that it requires AA and EIA
3. DLRCoCo Section 5 form including details of works/proposed development and site details including location
4. Site location drawing
5. Development layout plans (key + 19 drawings)
6. Section 38 Report prepared by Barry Transportation on behalf of DLRCoCo
7. EIA Screening Report prepared by Barry Transportation on behalf of DLRCoCo
8. AA Screening Report prepared by MKO Consultants on behalf of DLRCoCo
9. Living Streets Public Realm Improvement Presentation Slides
10. Living Streets Cycling Pedestrian Safety and Public Realm presentation slides
11. DLR Coastal Mobility Review dated July 2022 prepared by TUI on behalf of DLRCoCo
12. DLR Mobility Review -Economic Development and Business Community Feedback dated February 2023 prepared by TUI on behalf of DLRCoCo
13. Living Streets Coastal Mobility Options Assessment Report prepared by Barry Transportation on behalf of DlrCoCo
14. Refer to DLRCoCo website dlrcoco.citizenspace.com for Living Streets Costal Mobility for coloured digital copies of items 3 to 13 above.

The prescribed fee of €220 is attached. If you need further information, please phone me on 0868265041 or email me on susanjoyce.monkstown@gmail.com

Yours sincerely


Susan Joyce

AN BORD PLEANÁLA	
LDG-	066623-23
ABP-	
22 SEP 2023	
Fee: €	220
Type:	Cheque
Time:	14:05
By:	hand

Planning Department
Rannóg Pleanála
Registry Section
Ciarán Carolan
Asst. Staff Officer
Direct Tel: 01 2054863

rec'd
14/9/23.

Susan Joyce
10, Monkstown Road
Blackrock
Co Dublin

Reference No: REF8923

Application Type: Declaration on Development and Exempted Development Act
– Section 5, Planning & Development Act (as amended)

Registration Date: 15-Aug-2023

Decision Date: 11-Sep-2023

Location: *Dun Laoghaire Costal Mobility Scheme, From Temple
rd/Newton Ave along N31, R118 and R831 to
junction of Sandycove Ave west/Sandycove
Point, This includes a section of Harbour rd
between the National Yacht Club & Royal St
George Yacht Club*

Development Works: *The proposed Costal Mobility Scheme
Development to urban public realm, public
and non-public roads (c 4.7km) constitutes
Development in accordance with the Planning
and Development Act 2000 (as amended) that
requires an Environmental Impact Assessment
(EIA) and Appropriate Assessment (AA). The
Development Includes:-*

- 1. Works comprising physical interventions, improvements partially in a
business district, and*
- 2. Change of use comprising repurposing of roads from use by motorised and
non-motorised vehicles to only use by motorised vehicles to form a 2-way
cycle track.*

*The development entails making an existing temporary development, that was
not assessed, carried out in 2020 permanent
as well as additional sections of proposed
development.*

NOTIFICATION OF DECLARATION ON DEVELOPMENT AND EXEMPTED DEVELOPMENT

In pursuance of its functions under the Planning & Development Act, 2000 (as amended), Dún Laoghaire-Rathdown County Council has, by Order No. P/1606/23 Dated 11-Sep-2023 decided to issue a Declaration pursuant to Section 5 of the Planning & Development Act 2000 (as amended), to, Susan Joyce 10, Monkstown Road, Blackrock, Co Dublin that:

It is considered that development comprising the proposals as detailed in the documentation submitted, would constitute Development, and would be Exempted development.

Dated: 11-Sep-2023

Signed: Cormac Heavey
For Senior Executive Officer.

NOTE: Where a Declaration is issued under Section 5, any Person issued with such a Declaration, may, on payment to An Bord Pleanála, 64, Marlborough Street, Dublin 1, of a fee of €220, refer the Declaration for review, within 4 weeks of the date of issue of the Declaration.

10 Monkstown Road,
Blackrock,
County Dublin, A94PK15.
10 August 2023

Dun Laoghaire Rathdown County Council,
Crofton Road,
Dun Laoghaire,
County Dublin, A96K6C9.

RE: - Living Streets - Coastal Mobility Route (Blackrock to Sandycove)

In accordance with the public consultation process regarding the above the following is my submission on the proposed development.

The proposed Coastal Mobility Scheme Development to urban public realm, public and non-public roads (c 4.7km) constitutes Development in accordance with the Planning and Development Act 2000 (as amended) that requires and Environmental Impact Assessment (EIA) and Appropriate Assessment (AA). The Development includes: -

1. Works comprising physical interventions, improvements partially in a business district, and
2. Change of use comprising repurposing of roads from use by motorised and non-motorised vehicles to only use by motorised vehicles to form a 2-way cycle track.

The development entails making an existing temporary development, that was not assessed, carried out in 2020 permanent as well as additional sections of proposed development.

As the proposed development relates to urban public realm, public and non-public roads Section 38 of the Road Traffic Act, 1994 (as amended) cannot be used.

The following are key points: -

Section 38 (Road Traffic Act 1994)

Section 38 of the Road Traffic Act, 1994 provides for the use of 'traffic calming measures'. Noting this provision, it is important to note that this procedure applies only to existing public roads.

It should be noted that the development composes a number of sections of Dun-Laoghaire Harbour roads that are not public road, namely the sections of Harbour Road at its junction with Crofton Road at the Coal Harbour and the Railway Station as well as a section of Harbour Road between the Royal St. George Yacht club and the National Yacht Club.



These roads form part of Dun Laoghaire harbour lands and are in an area that is zoned objective 'W' – harbour related. They are also managed differently to what is permitted on a public road as exemplified by a posted 10km/h speed limit as seen on the above photo and are subject to Dun Laoghaire Harbour Bye-Laws (published on the Dun Laoghaire Rathdown County Council Website in 2023).

Given the above, the Section 38 procedure cannot be used for the proposed development. The development will thus need to follow the normal planning (part VIII / EIA) process. The scheme also constitutes development in accordance with the Planning and Development Act 2000.

Part VIII Development

The applicant describes the Coastal Mobility Route Development (CMR) as a cycle, public realm and pedestrian improvement project that will upgrade the urban realm with new hard and soft landscaping, planting, and street furniture. It will also enhance the pedestrian and cycle infrastructure as well as safety at multiple junctions along the route.

Section 179 of the Planning and Development Act 2000 (as amended) the Minister may prescribe local authority own development for which a Part VIII procedure shall be required.

Subsection (6)(bb) of this section shall not apply to proposed development which consists of works, other than works involving road widening, to enhance public bus services or improve facilities for cyclists provided under *section 95* (as amended by section 37 of the Road Traffic Act 1994) of the Road Traffic Act 1961 or under section 38 of the Road Traffic Act 1994.

Section 80(1) of the Planning and Development Regulations 2001 (as amended) prescribes for the classes of development for the purposes of section 179 of the Act to include for any development, the estimated cost of which exceeds €126,000.

Based on the applicant's description of the proposed works as well as an analysis of the scope of the works, the cumulative development consists of works that are outside the scope of subsection 6(bb) and expected to exceed the threshold of €126,000 the proposed Section 38 procedure cannot apply.

EIA Requirement

In setting out the case for whether an EIA is required the following should be considered: -

Mandatory Requirements (Schedule 5, Part 1)

Schedule 5 of the Planning & Development Regulations 2001 (Article 93), as amended sets out a number of classes and scales of development that require EIA. Schedule 5 (Part 1) of the Planning and Development Regulations 2001 (as amended), lists types of development and relevant thresholds that inform when a mandatory Environmental Impact Assessment Report (EIAR) is required.

Part 2(15) of the Planning and Development Regulations states that,

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

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

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

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

In general a District is defined as an area of a country or city, especially one characterized by a particular feature or activity.

Urban Development

The applicant has stated that the overall area of the project is 7.3ha (73,000 square metres) for an overall length of 4.5km. We measured the overall length to be 4.7km and thus an overall area of 7.6ha (76,000 square metres).

Business District

Some buildings in Dún Laoghaire along the Old Dunleary Rd, Crofton Rd, Harbour Rd and Queens Rd are in mixed uses with a predominance of commercial use. These parts of the proposed route could be considered as 'Business Districts' where the 2ha threshold would apply.

The applicant states that the 'combined length of these sections' of the route is approx. 1.1km which is approximately 15% of the overall proposed development's length. The applicant states that the equivalent portion of the development's area would be approximately 1.1ha (7.3ha x 15%).

It is important to note in considering this that this is about a 'district' or an area and not individual sections of road. In addition, other than the above we are not aware of what specific sections of road the applicant refers to. My measurement of the overall length of these sections is 2.1km that includes sections of Windsor Terrace (at Teddys). This is approximately 45% of the development's overall proposed length and is thus 3.4ha (7.6ha x 45%) which is above the 2ha threshold.

Based on the above a Mandatory EIA is required under this class.

Other EIA Considerations (Schedule 5, Part 2)

In seeking a deceleration, the following points, in accordance with Annex III of Directive 2011/92/EU, amending Directive 2014/52/EU, should be noted as to requirements for an EIS: -

Characteristics and Impact of the Project: -

- Size and design of the whole project;

The proposed Living Streets/Coastal Mobility Route project is a cycle, public realm and pedestrian improvement project that will upgrade the urban realm and enhance the pedestrian and cycle infrastructure as well as safety at multiple junctions along the route.

An existing temporary Coastal Mobility Route development was implemented as part of COVID-19 measures in 2020 that constitutes implementing a 2-way segregated (3m to 3.5m wide) cycle track on sections of existing public road from Blackrock to Sandycove for a total length of 3.5km covering the N31 from Seapoint Avenue to Old Dunleary Road and Queens Road, Newtownsmith and Marine Parade. It is not clear what legal basis this was based on.

The proposed Coastal Mobility Route development will replace the finishes of the existing temporary development with permanent materials and upgrade landscaping. New sections

of two-way cycle track will be constructed on Newtown Ave and Crofton Road to complete a 4.7km segregated route from Blackrock to Sandycove.

The applicant states that the proposals, as set out, include for *making the temporary development permanent*. It describes in limited terms proposed improvements to the temporary development, but does not fully describe the full extent of the development and as such do not consider the impact of these.

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

Cumulation with other existing and/or approved projects;

The proposed development incorporates/replaces the existing temporary development from 2020. However, no EIA or AA screening were carried out for the temporary development. The EIA screening report that has been for this proposed development that only takes account of the additional impacts of the proposed development and not the total cumulative impacts of both. This constitutes project splitting.

In addition to the above the proposed development does not take into account the cumulative impacts of the temporary and permanent developments with adjoining developments for which examples include BusConnect, Living Streets Blackrock, DLR Connector.

The effect of the wider impacts of the cumulative temporary and proposed developments have not been considered having regard to the above. No assessment has been carried out in relation to traffic, pollution or noise.

In order to assess these traffic impacts a traffic model of the greater Dun Laoghaire area would be required. However, no traffic data or results have been provided that assess the impacts of the proposed and cumulative developments and to support the development.

There are wider impacts from a traffic perspective, with the implementation of significant traffic restrictions on a National Primary Road (N31) as well as a number of Regional Roads (R118 and the R831). The R119 parallel Regional Road is impacted with traffic increasing by 35% on the Monkstown Road R119. See Appendix 2 data supplied by Dun Laoghaire Rathdown officials.

Pollution and nuisances;

There is potential for pollution and disturbances during the Construction Phase of the proposed development. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.

There will be no pollution or noise/nuisance following the completion of construction works, however there will be a cumulative increase in noise/nuisance to areas impacted by diverted traffic to the surrounding areas. This however has not been quantified.

There is a temporary increase in noise during the construction phase of the proposed works. However, levels will not exceed noise levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration.

The cumulative development impacts on the Protected Sites in Ireland which constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites has not been evaluated,

as the screening report only assessed the proposed development and that the effect of project splitting masks the cumulative impacts.

Risks to human health (for example due to water contamination or air pollution).

The EIA Directive has introduced the requirement to consider the 'direct and indirect significant effects of a project on...population and human health'. The proposed development and the temporary development is designed to result in modal shift by promoting safe and convenient alternatives to private vehicles. However, the cumulative impact of the proposed development is not expected to give rise to adverse risks to human health along its route but is expected to have a negative impact in the wider local area, however this has not been evaluated and assessed as part of the proposal.

Material Assets

The temporary and proposed developments cumulatively impact on a number of assets in the area. In particular the diverted traffic causes increased congestion and greater risk to road safety and public health in the surrounding residential and urban area. This on occasion has impacted on emergency services particularly ambulances and access for the mobility impaired who cannot cycle. This impact has not been evaluated.

During construction, disruption will be expected as the construction of assets such as a continuous kerb in the centre of the road will lead to closures for the duration. No preliminary construction plan, dealing with these impacts has been presented. There is no estimate given as to the duration of the construction.

It is noted from the above that a full EIA screening is warranted that accounts for all cumulative impact, including those of the temporary development for which no AA or EIA screening was carried out. Thus, a full EIAR will be required for the development otherwise the development will adversely affect the integrity of the European sites and their conserved objectives.

Temporary Coastal Mobility Development

The existing Coastal Mobility Development was implemented in 2020 as an emergency measure in support of COVID-19. As per the attached and Appendix A below this development consists of temporary measures that Dun Laoghaire Rathdown County Council now wishes to make permanent. Although it is not clear what process was used to implement this development, it is assumed that it was implemented under Section 38 of the Road Traffic Act 1994 and for which it appears that no AA or EIA Screening was carried out.

In 2019 the EU published a guidance document regarding the application of exemptions under the Environmental Impact Assessment Directive (Directive 2011/92/EU of the European Parliament and of the Council, as amended by Directive 2014/52/EU) – Articles 1(3), 2(4) and 2(5) with the following points being of note: -

- Article 1(3) – Member States may decide, on a case-by-case basis and if so provided under national law, not to apply this Directive to projects, or parts of projects, having defence as their sole purpose, or to projects having the response to civil emergencies as their sole purpose, if they deem that such application would have an adverse effect on those purposes.
- Article 2(4) of Directive 2011/92/EU as amended by Directive 2014/52/EU Without prejudice to Article 7, Member States may, in exceptional cases, exempt a specific project from the provisions laid down in this Directive, where the application of those provisions would result

in adversely affecting the purpose of the project, provided the objectives of this Directive are met. In that event, the Member States shall:

- a) Consider whether another form of assessment would be appropriate;
- b) Make available to the public concerned the information obtained under other forms of assessment referred to in point (a), the information relating to the decision granting exemption and the reasons for granting it;
- c) Inform the Commission, prior to granting consent, of the reasons justifying the exemption granted, and provide it with the information made available, where applicable, to their own nationals.

The Commission shall immediately forward the documents received to the other Member States. The Commission shall report annually to the European Parliament and to the Council on the application of this paragraph.

The EU states that Member States should ensure that the objectives of the Environmental Impact Assessment Directive are met. Member States are therefore allowed a measure of discretion, in that they can exempt specific projects from the provisions of the Environmental Impact Assessment Directive. That flexibility must not undermine the fundamental objective set out in Article 2(1) of the Environmental Impact Assessment Directive.

The EU suggests that assessments could take a number of different forms. For example, where a project comprises several stages, it might be appropriate to carry out a partial environmental impact assessment that covers only some of them. While compliance with Environmental Impact Assessment requirements might be precluded in the first stage by the urgency of the project, it might be entirely feasible for subsequent stages. This would be a proportionate response to the exceptional case, ensuring that the requirements of the Directive were followed as far as possible.

In order to meet the Guidelines published by the EU, DLR needs to consider other forms of assessment and public involvement that encompasses the impacts of the original project and the proposed development.

Additional points: -

Transport Infrastructure Ireland (National Roads Authority)

In accordance with Section 38 of the Road Traffic Act 1994 (as amended) approval is required from the National Roads Authority (Transport Infrastructure Ireland) traffic calming measures shall not be provided or removed in respect of a National Road without its prior consent. It is not evident from the documentation provided in respect of the current proposed development or the cumulative development dating from 2020 that this has been obtained.

Conclusion: -

I disagree that the Coastal Mobility Route Development Scheme can be assessed under Section 38 and rather the development: -

- Needs approval from An Bord Pleanála under section 175 of the Planning and Development Act 2000 (as amended), Section 50 of the Roads Act 1993, or other appropriate act with respect to an Environmental Impact Assessment,
- Needs approval from An Bord Pleanála under section 177AE of the Planning and Development Act, Section 50 of the Roads Act 1993, as amended or other appropriate act with respect to an Appropriate Assessment.

- Is not appropriate to Section 38 as it includes sections of non-public road.
- It is not appropriate as an exemption to Part VIII as it includes public realm and other non-cycling related development.
- Should include an assessment of the cumulative development to include the full temporary development scheme as the proposals include for making it permanent. An EIA and an AA was not carried out in relation to the original development.

Finally, in considering the above project I am not aware of the requirements in relation to the follow-up process to evaluate the submissions received and would welcome to hear from you in that regard.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Susan Joyce', with a stylized flourish at the end.

Susan Joyce

Appendix A

Living Streets, Coastal Mobility Route - Project Description

The following is a description of the proposed project as set out in the DLR Website and attached public consultation documents.. In particular the project is described in the document Living Streets: Coastal Mobility Route – Section 38 / Part 8 Planning Report.

Living Streets CMR is a cycle, public realm and pedestrian improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of the Coastal Mobility Route. The proposed scheme will upgrade the urban realm with new hard and soft landscaping, planting, and street furniture. It will also enhance the pedestrian and cycle infrastructure as well as safety at multiple junctions along the route.



Building on the temporary public realm and mobility improvement measures implemented during the COVID-19 restrictions of summer 2020 along the Coastal Mobility Route, this project will provide a series of permanent public realm, roadway, pedestrian, and cycle upgrades using high quality and durable materials.

The scheme is consistent with the policies and objectives of the Interim Dún Laoghaire Urban Framework Plan and the County Development Plan, both of which were informed by extensive public consultation, as demonstrated in Section 4 below.

The existing public realm measures, introduced in the summer of 2020, include a one-way traffic system, two-way segregated cycle path, wider pedestrian areas, seating, and planters.

The scheme will replace existing finishes with high quality permanent materials to create a consistent look and feel along the route. This landscape upgrade will provide better seating, footpaths, and planting. New sections of two-way cycle track will be constructed on Newtown Ave and Crofton Road to complete a 4.5 km segregated route from Blackrock to Sandycove. The scheme will make it easier and safer to walk and cycle along the coast with extended pedestrian and cycling infrastructure and enhanced connectivity between Blackrock Village and Sandycove.

The scheme will provide high quality surfaces free of trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 38 new trees will be included in the works along with areas of low-level planting. Hard landscaping improvements are proposed at the Marine Parade parklet and at Sandycove Point. Rain gardens will also be introduced along the route to catch and store rainwater.

The scheme will provide new bus stops on Crofton to facilitate the implementation of the BusConnects network and will also include a change in traffic direction of traffic along Windsor Terrace (from Link Road to Park Road) to facilitate the Living Streets: Dun Laoghaire project.

The mobility and public realm measures introduced to create the Coastal Mobility Route in 2020 have been proven to be highly effective with the majority of residents, businesses and visitors wanting the changes to be made permanent. The temporary scheme has been studied and independently evaluated by a team from Technical University Dublin and detailed in the Covid 19 Mobility Review report. This supports making the scheme permanent, and the report's recommendations are discussed below.

Summary of key elements of the scheme:

- **New two-way segregated bike lane on Newtown Avenue, Crofton Road, Queens Road and Sandycove Avenue** – completing the continuous 4.5km cycle lane
- **New high-quality materials** – replacing existing rapid-build temporary kerbs with high-quality granite kerbs along the full length of the CMR, enhancing safety and the high amenity context of the area.
- **Integrated cycling** – better connections between Blackrock, Seapoint, Dun Laoghaire and Sandycove complementing plans for Living Streets Dun Laoghaire where a reduced traffic environment will be created,
- **Better pedestrian environment** – 15 new raised pedestrian crossings, junction tightening and footpath improvements to make road crossing safer and easier for pedestrians
- **Improved Road layout & traffic flow** - Traffic calming, junction upgrades and improved signage. Change in traffic direction on Windsor Terrace to allow people to drive northbound along the coast from Glasthule all the way to Blackrock.
- **Improved landscaping and Public Space**- along the route at Longford Terrace, Queens Road, Marine Parade and Sandycove Harbour.
- **High-quality public space at Queens Road, Harbour area**- including bike stands, seating and pedestrian crossing points

This project complements two other schemes under development, [Living Streets Dun Laoghaire](#) and [Living Streets Blackrock](#). The proposed CMR works will be executed under Section 38 of the Road Traffic Act 1994.

Formalising and improving these measures by making them permanent will present further opportunities to provide an improved environment for pedestrians and cyclists and to improve the urban realm along the Coastal Mobility Route. This will strongly support the objectives in national, regional, and local policy documents that are mentioned above.

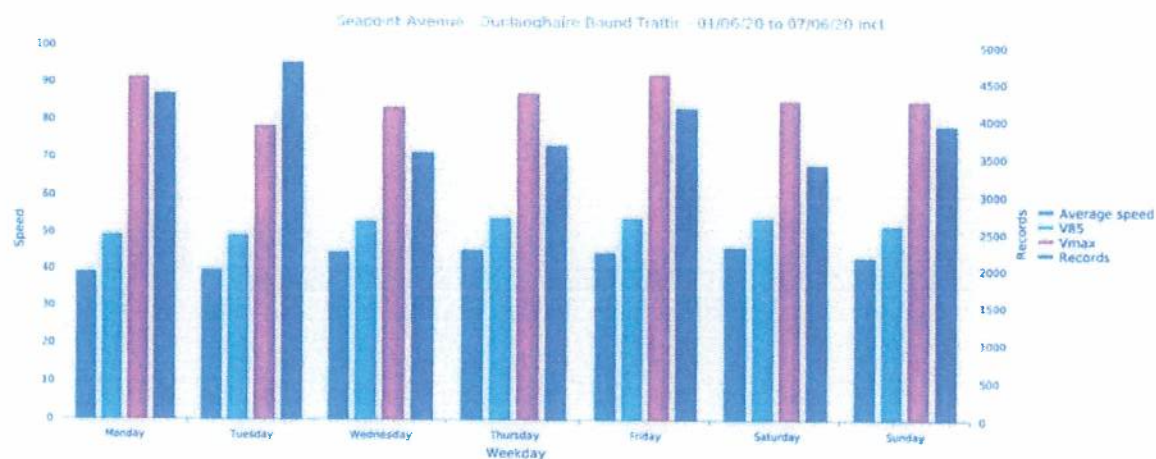
Appendix B

Living Streets, Coastal Mobility Route Temporary Scheme– DLR CoCo Traffic Data

The following tables and graphs set out the traffic impact of the temporary coastal mobility route implemented in 2020. The data was supplied by Dun Laoghaire Rathdown County Council.

Monkstown Road - Traffic Surveys

	09/04/2018	15/03/2022	Difference +/-	Difference %
Traffic Volume Towards Monkstown	5280	8155	2875	35
Traffic Volume Towards Temple Hill	6512	7364	852	12
Traffic Volume Combined	11792	15519	3727	24
Traffic Speed Towards Monkstown (85%ile, km/h)	52	53	1	2
Traffic Speed Towards Temple Hill (85%ile, km/h)	54	54	0	0
Traffic Speed Combined (85%ile, km/h)	53	53.5	0.5	1



Statistics

Monday, 1. June 2020, 00:00 to Sunday, 7. June 2020, 23:00

Number of records	27756
Average speed	Va 43 km/h
85% of the vehicles are driving slower or up to	V85 52 km/h
Maximum speed	Vmax 92 km/h

Dún Laoghaire-Rathdown County Council
APPLICATION FOR SECTION 5
Planning and Development Act 2000, (as amended)

The purpose of a Section 5 of the Planning and Development Act 2000, (as amended), is to establish if a particular development is or is not an exempted development within the meaning of the Act.
If detailed information / drawings are not provided, we may not be in a position to make a decision.

NOTES:

- (a) Application must be accompanied by fee of €80.00
- (b) Application must be accompanied by 3 Copies of:
 - (1) site location map with site clearly outlined in red,
 - (2) site layout plan including all existing structures on site (this is required as conditions and limitations of exempted development include location of development and distances from site boundaries),
 - (3) scale floor plans and elevations (this is required as conditions and limitations of exempted development include height of structure and distances of windows from boundaries).
 - (4) Any other additional information so as to inform the decision.

Forward your application to: Dún Laoghaire-Rathdown County Council,
Planning and Organisational Innovation, Registry and Decisions Section,
Marine Road, Dún Laoghaire, County Dublin.
Telephone: 01-2047240

1. Applicant Details:

NAME OF APPLICANT: Susan Joyce

ADDRESS OF APPLICANT: 10 Monkstown Rd ,
Blackrock , Co. Dublin

EMAIL ADDRESS: susan.joyce.monkstown@gmail.com

TELEPHONE NO. Day: 6636847 Mobile: 0868265041

2. Agent Details:

NAME OF AGENT: na

AGENT'S ADDRESS: na

TELEPHONE NO. Day: na Mobile: na

3. Correspondence Details:

ADDRESS FOR CORRESPONDENCE (if different from above)

na

4. Site Details:

LOCATION OF SUBJECT SITE: Dun Laoghaire coastal Mobility Scheme from Temple Rd / Newtown Avenue along N31, R118 and R831 to junction of Sandycove Avenue West / Sandycove point. This includes a section of Harbour Rd between the National Yacht Club and the Royal St George Yacht Club

(a) area of site: ≈ 73,000 sq.m.

(b) floor area of existing extension(s) (if any): na sq.m.

(c) floor area of proposed development: ≈ 73,000 sq.m.

(d) area of rear garden remaining: na sq.m.

Please state applicant's interest in this site: Local Resident, cyclist & mother

If applicant is not the owner of site, please provide name & address of owner: Dun Laoghaire Rathdown Co Council
County Hall, Dunlaoghaire Co Dublin

Is the above site located within the curtilage of a Protected Structure or within a Candidate Architectural Conservation Area or Architectural Conservation Area?

☒ Yes / No Both Monkstown & Sandycove are Architectural Conservation areas

If yes, has a Declaration under Section 57 of the Planning and Development Act 2000, (as amended) been requested or issued for the property by the Planning Authority?

Yes / ☒ No not as far as I know

5. Details of works (where applicable) or proposed development.
(Note: Only works listed and described under this Section will be assessed under this Section 5 application. Use additional sheets if required.)

The proposed Coastal Mobility Scheme Development to urban public realm, public and non-public roads (c 4.7km) constitutes Development in accordance with the Planning and Development Act 2000 (as amended) that requires an Environmental Impact Assessment (EIA) and Appropriate Assessment (AA). The Development includes:-

1. Works comprising physical interventions, improvements partially in a business district, and
2. Change of use comprising repurposing of roads from use by motorised and non-motorised vehicles to only use by motorised vehicles to form a 2-way cycle track.

The development entails making an existing temporary development, that was not assessed, carried out in 2020 permanent as well as additional sections of proposed development.

6. List of plans, drawings, etc. submitted with this application.

1. Site Location - CMR (1 drawing)
2. ~~Location~~ Layout Plans (Key drawing + 19 plans)
3. Copy of letter dated 10/8/23 (10 pages)
4. Refer to DLR website dlrcoco.citizenspace.com for CMR EIA screening report, AA screening report section 38 Report and public Realm drawings etc

7. Are you aware of any enforcement proceedings connected to this site? If so please supply details:

No

8. Were there previous planning application/s on this site? If so please supply details:

☐

Not aware of any

Signed: Susho

Date: 14/8/23



Coal Quay Bridge

Dun Laoghaire Dart Station

Marine Road

Sandycove

Dun Laoghaire Baths

People's Park



Dundrum Business Park,
Classton House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

Phone: (01) 4851400
Email: transportation@tjuba.com

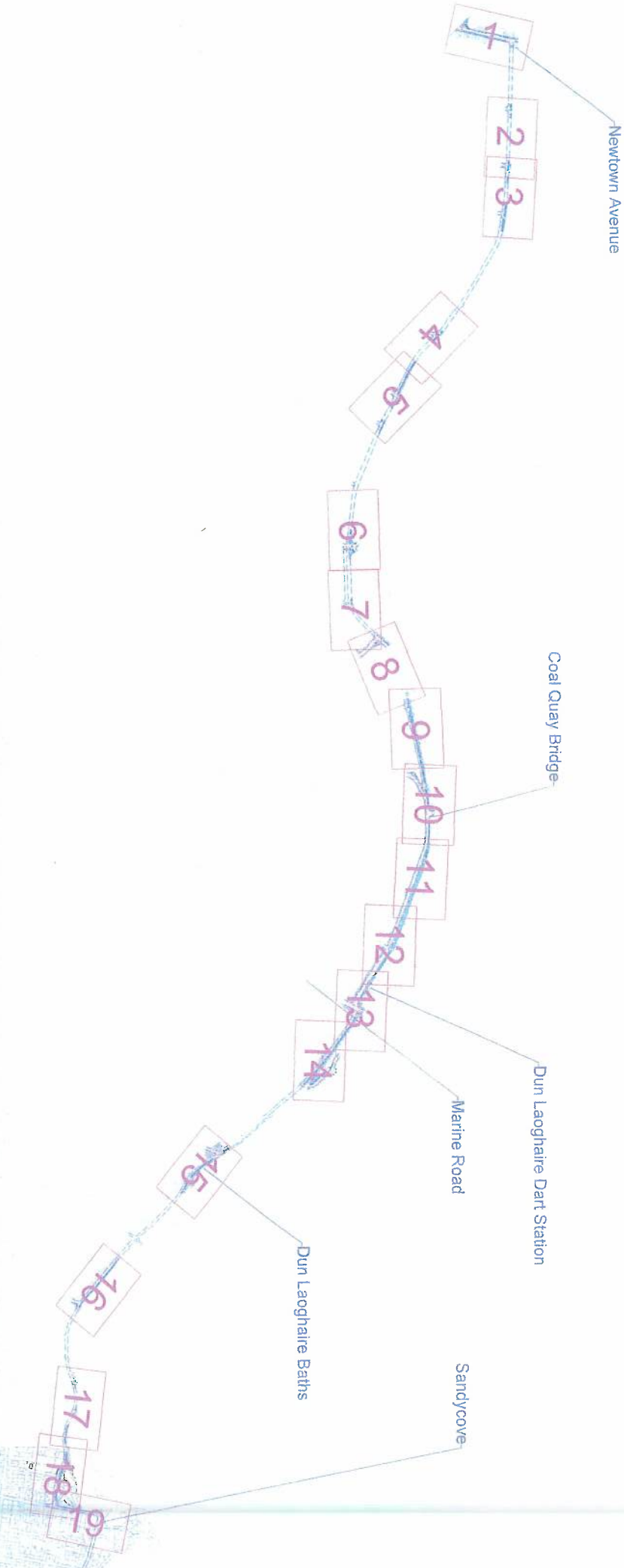
Row	Date	Drawn	Description	Chd	App
P01	15/09	18/05	Issued for Review	X01	X01

Notes

Dundrum Business Park
Classton House,
Dundrum Road, Dublin 14,
Co. Dublin
Ireland

Phone: (01) 4851400
Email: transportation@leabarry.ie

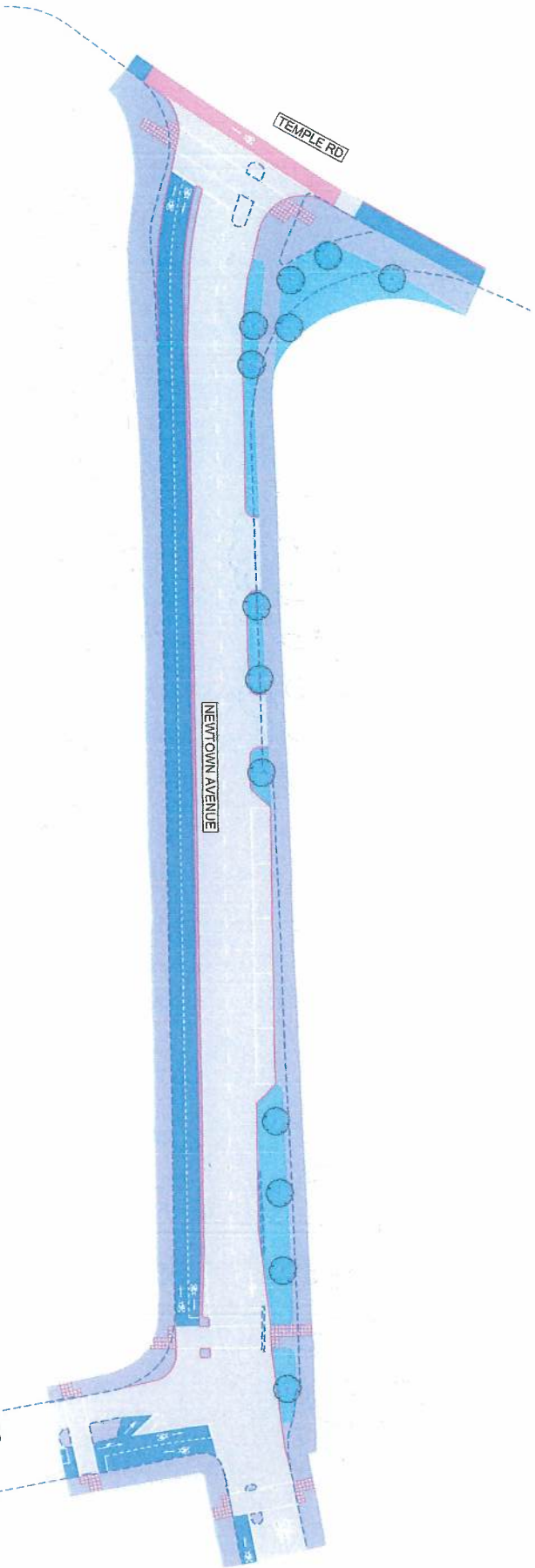
Project Title	Living Streets - Coastal Mobility Route	Status:	S4
Drawing Title:	Site Location Coastal Mobility Route	Drawing No.	
Designed: ill	File Name:		
Drawn: BP			
Approved: RCD			
	Scale at: 1:5000		
		Rev	P01
			22-10-BTL-CHM-CHC-00140



Notes	

No.	Date	Drawn	Description	Scale
1	2005	2005	Initial for Review	1:100
2	2006	2006	Revised for Approval	1:100

Project Title: Living Streets - Coastal Mobility Route		Scale: 1:100
Drawing Title: Preliminary Design Coastal Mobility Route		Sheet 00 of 10
Designed by: [Name]	Drawn by: [Name]	Checked by: [Name]
Approved by: [Name]	Date: 21/07/2023	22460-BT-100-CAR-CH-05-0003
Project No:	Project No:	Project No:



LEGEND:

- EXISTING KERBELINE
- PROPOSED KERBELINE
- PROPOSED CARREGWAY BUILDUP / PAVEMENT
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Comhairle Contae County Council



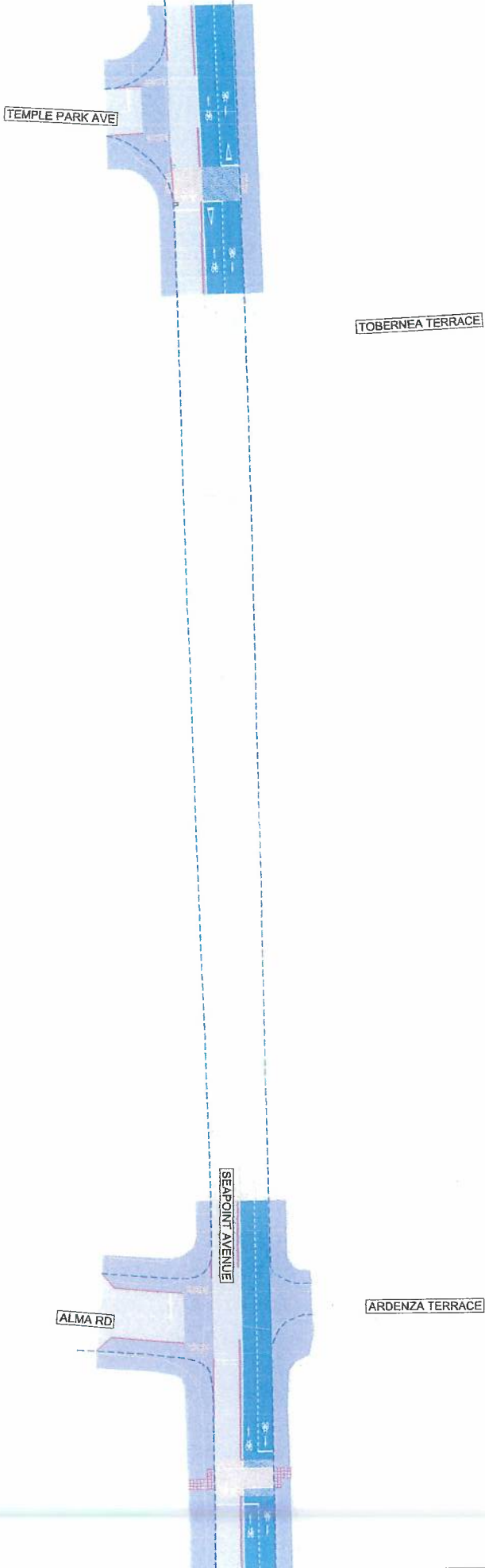
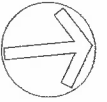
Director, Business Park,
Dunoon House,
Dunoon Road, Dublin 14,
Co. Dublin
Tel: 01 451 4000
Email: transport@barry.ie

Note

Rev	Date	Description	Drawn
1	09/05/2023	Issued for Review	XX

Project Title	Living Streets - Coastal Mobility Route	Sheet 3 of 118
Drawing Title	Preliminary Design Coastal Mobility Route	
Design Stage	Design Stage 1: S1	
Drawn By	XX	
Checked By	XX	
Drawn Date	09/05/2023	

Rev



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARBONACEOUS BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALITY IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

Notes

Rev	Desc	Reason	Drawn By
1	Issue for Review	Issue for Review	XX
2	Issue for Review	Issue for Review	XX

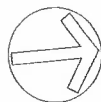
Project Title	Living Streets - Coastal Mobility Route	Status	S3
Drawing Title	Preliminary Design Coastal Mobility Route	Sheet 02 of 16	
Drawn By	XX	Drawn Date	22/10/2023
Checked By	XX	Checked Date	22/10/2023
Approved By	XX	Approved Date	22/10/2023



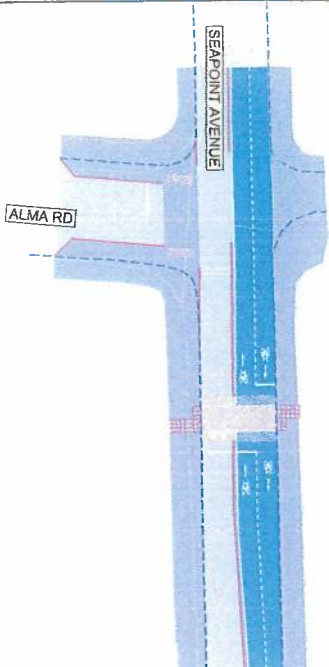
Comhairle Contae County Council



Barry Transportation
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1451-400
1451-400



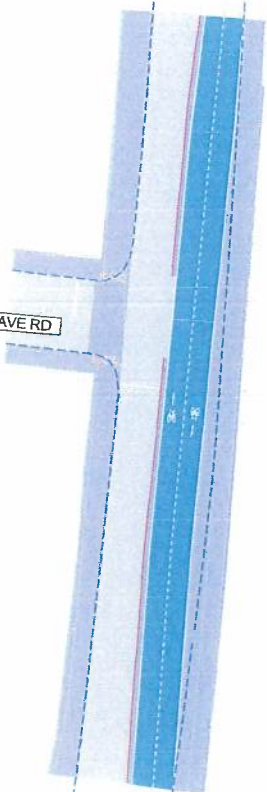
ARDENZA TERRACE



LEGEND:

EXISTING KERBLINE	
PROPOSED KERBLINE	
PROPOSED CARRIAGEWAY	
BUILD-UP / RESURFACING	
PROPOSED FOOTPATH	
PROPOSED ON-ROAD CYCLE TRACK	
PROPOSED CYCLE TRACK	
PROPOSED LANDSCAPED / GRASSED AREA	
EXISTING TREES	
PROPOSED TREES	
RAISED CROSSING	
PUBLIC REALM IMPROVEMENTS	

BELGRAVE RD



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

Name

No.	Date	Drawn	Issued for Review	Drawn
1	01/01/2023	01/01/2023		XX

Project Title:	Living Streets - Coastal Mobility Route	CR1001000
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SEAPoint AVENUE

SEAFIELD AVENUE

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CHARACTERISTIC BUILDUP REPAIR/PAVING
- PROPOSED FOOTPATH
- PROPOSED ON ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRAVELLED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC RELAY IMPROVEMENTS



Comhairle Contae County Council

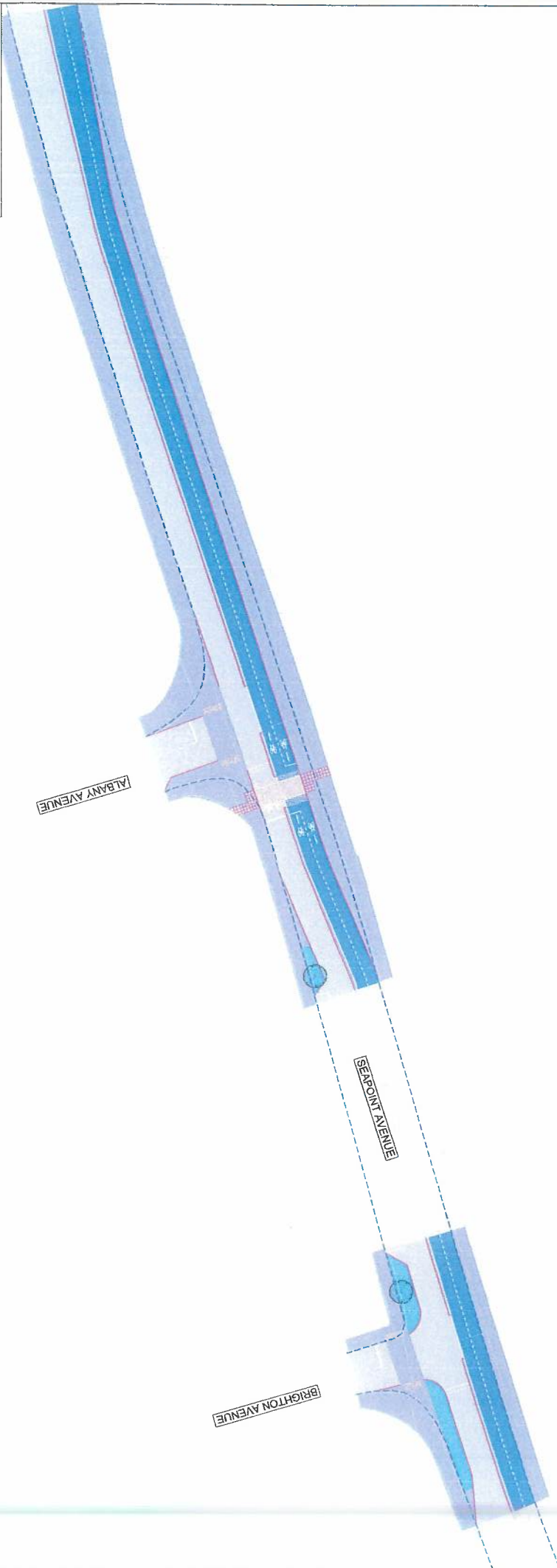


Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14.
Co. Dublin
Ireland

Phone: (01) 4851400
Email: transportation@jbbarrill.ie

Roll No.	Date	Class	Description	Score	Grade
P01	00/05/2005	Insurance for Review		XX	XX

Project Title	Living Streets - Canal Mobility Route		Section	S3
Drawing Title	Preliminary Design Canal Mobility Route Sheet 04 of 18			
Client Ref	Finishes	Drawing No.	Rev	
Drawn By	Scale A4: 1:50	22410-BTL-VOLCAN-CH-CE-00083	Rev	
Approved By	Date 04/04/2023			
Drawing No.				



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

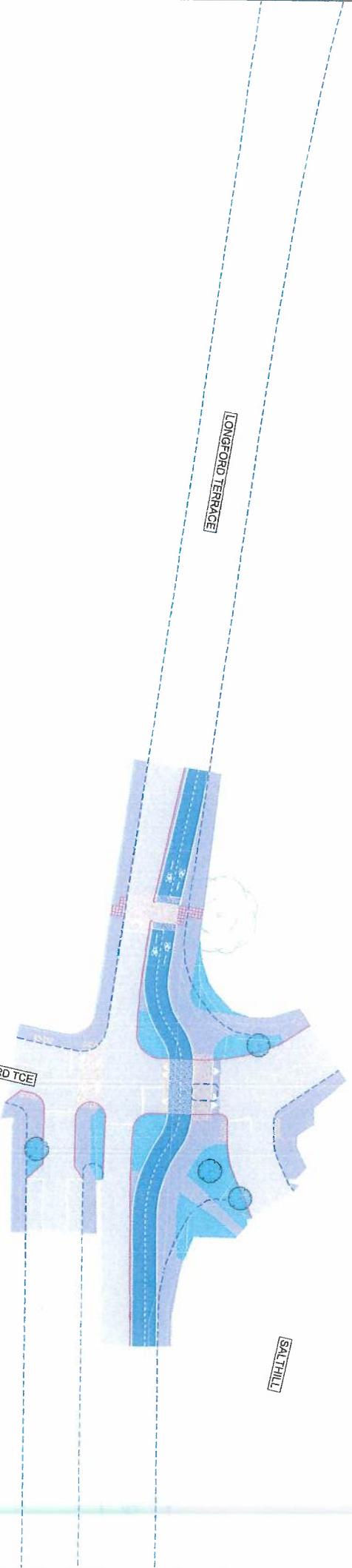
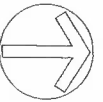


Dundrum Business Park,
Claremont House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

Phone: (01) 465 4400
Email: transportation@liberry.ie

Rev.	Date	Drawn	Description	OK'd	Aspd
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Project Title:	Living Streets - Coastal Mobility Route	Status:	
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LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARBAMGWAY BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Longford Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Comhairle Contae County Council



Dundrum Business Park,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 488 1400
Email: transportation@barry.ie

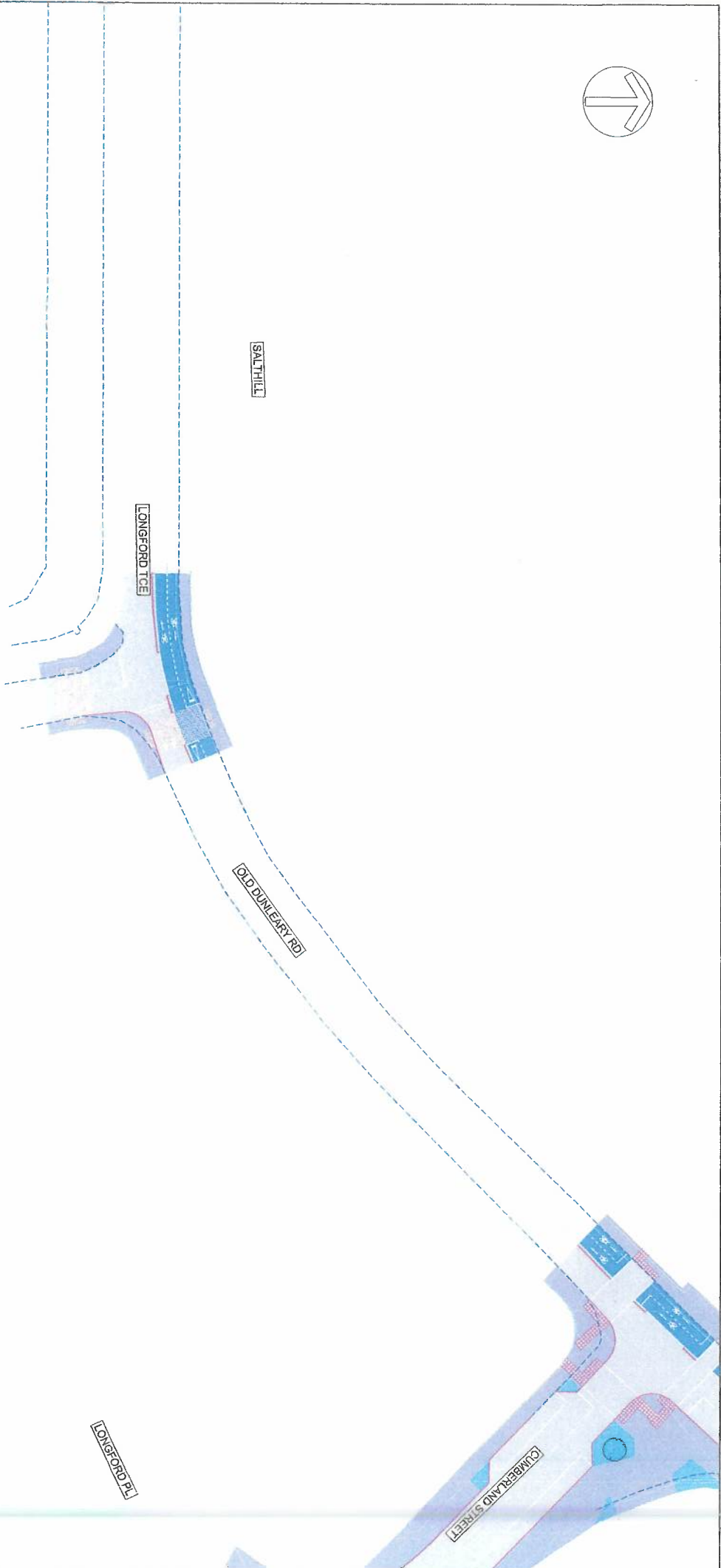
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Rev.	Date	Drawn	Checked	Issued
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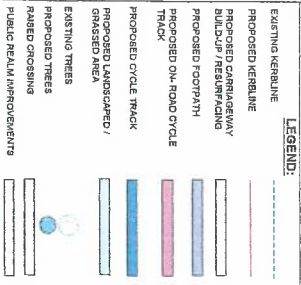
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Drawing Title	Preliminary Design Coastal Mobility Route	09/05/2023	01

Project Title	Living Streets - Coastal Mobility Route	Drawn	Rev
Drawing Title	Preliminary Design Coastal Mobility Route	09/05/2023	01

Project Title	Living Streets - Coastal Mobility Route	Drawn	Rev
Drawing Title	Preliminary Design Coastal Mobility Route	09/05/2023	01



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Longford Terrace and Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
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Ireland

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Notas

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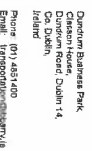
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Drawing Title	Facilities Design Coastal Mobility Route Sheet 01 of 18		
Designer: RJC	File Name	Drawing No.	Rev
Drawn: GJS			P01
Approved: RJC	Scale of A1: 1:250	22410-BLT-VOL-CAR-CAR-CR-0003	
Checked: RJC	Doc. QUD/2023		



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

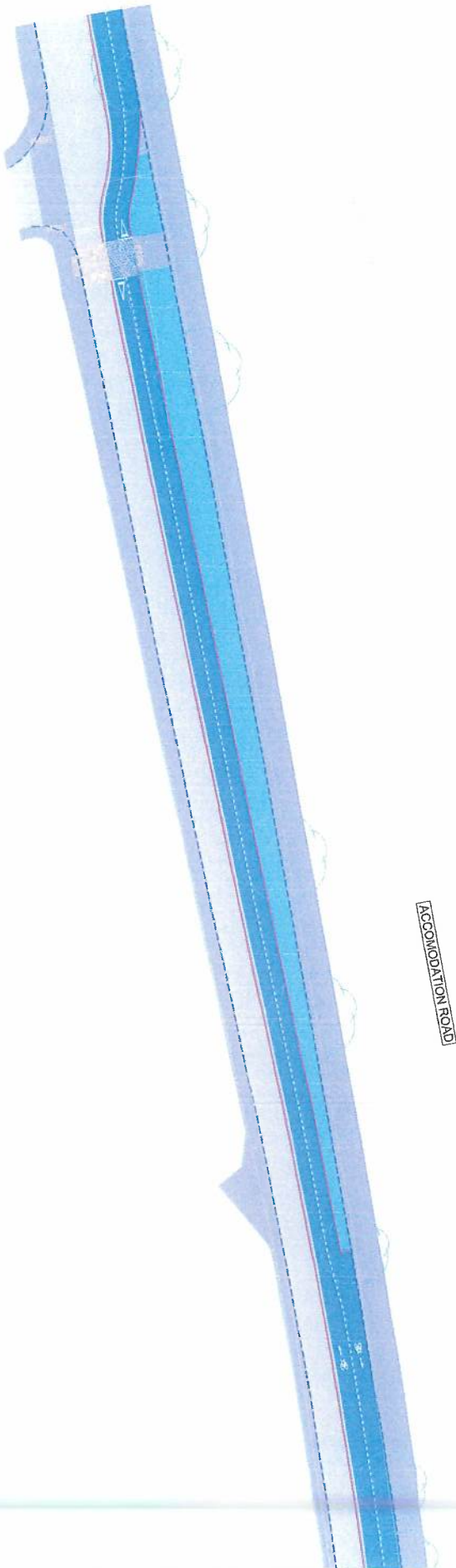
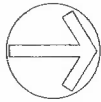
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- PROPOSED RAIL ALIGNMENT
- EXISTING RAIL LINE
- PROPOSED CORRIDORWAY BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED BICYCLE LANE
- PROPOSED LANDSCAPED / SHARED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS



Rev.	Date	Description	OK'd	Appr.
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Project Name	Living Streets - Coastal Mobility Route	Status	
Drawing Title	Provisionary Design Case/Initial Route Sheet 0' of 13	CS	
Original Date	File Name	Drawing No.	Rev
Drawn: gp			
Approved By	60461447-1720	22416BTLXXXCHPCHX-00034	Per
Checked By	DAE 04/02/2023		



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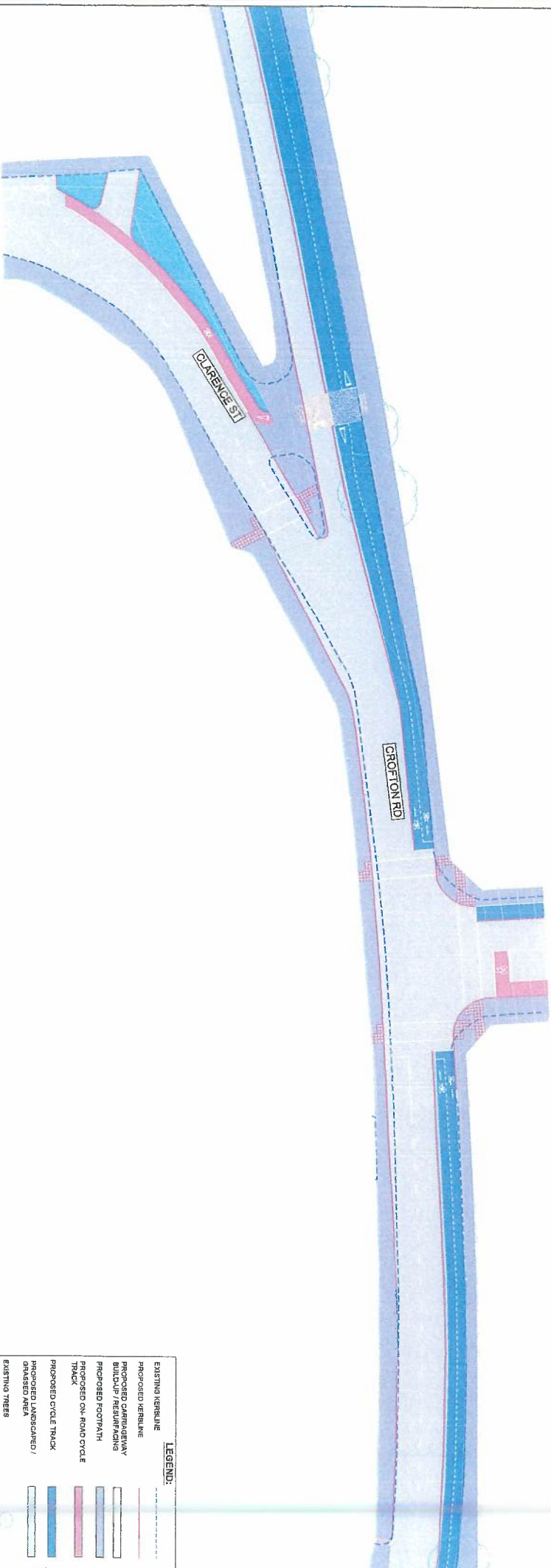
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- PROPOSED KERBLINE
- PROPOSED CARPARKWAY BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ONE ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING TREES
- PROPOSED TREES
- RANDED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

Notes	

Rev	Date	Description	Drawn	Check
P01	09/05/2005	Issued for Review	XX	XX

Project Title		Status	
Living Streets - Coastal Mobility Route		S3	
Drawing Title			
Preliminary Design Coastal Mobility Route			
Sheet 09 of 15			
Drawing No			
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Barry
TRANSPORTATION

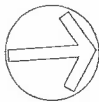
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Rank	Date	Branch	Outdiffer	Chk'd	App'd
P01	09/05	09/05	Issued for Review	XX	XX

Product Title	Living Streets - Coastal Mobility Route	Status	
Creating Title	Preliminary Daily Coastal Mobility Route Sheet 02 of 18	S3	
Diagram Ref.	File Name	Creating Title	Rv/
Drawn By	Drawn At	22410-ENT-100-COAST-MOB-00013	P01
Approved By	Doc. ID		
Revised By	Doc. ID		

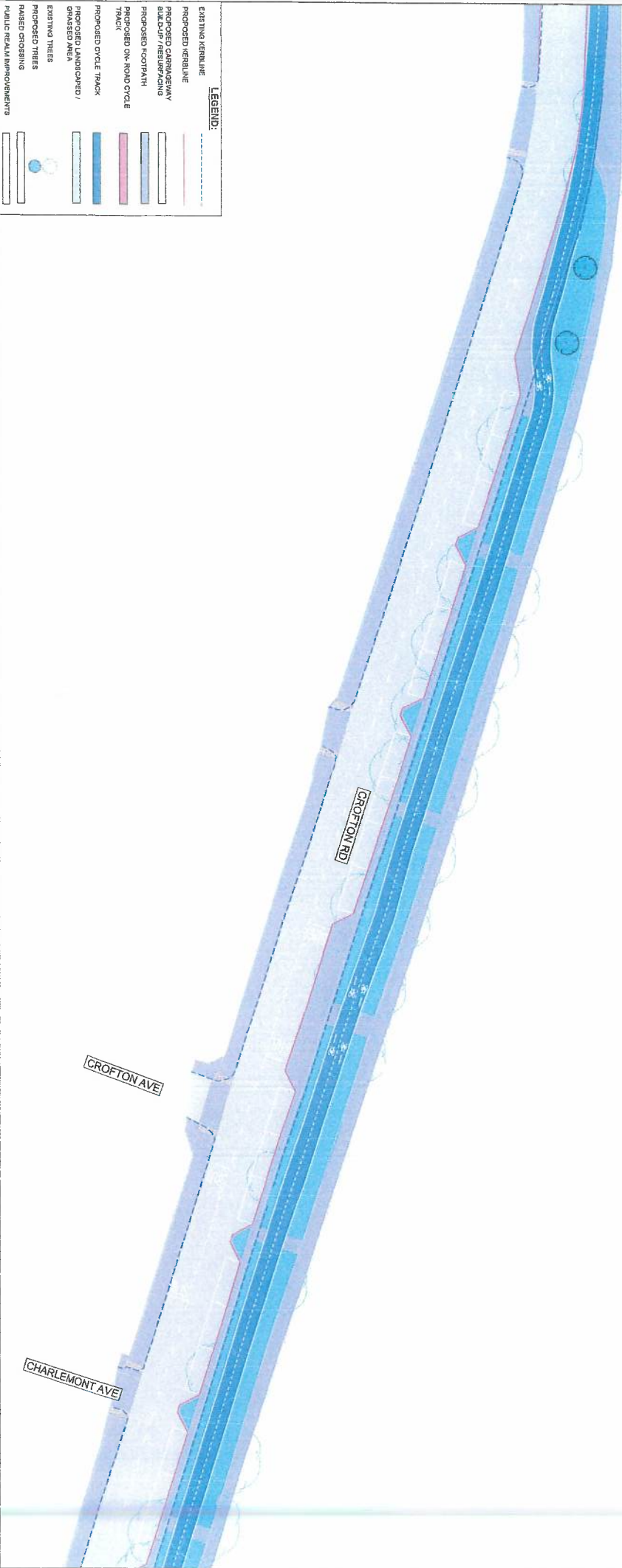
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- PROPOSED KERBLINE
- PROPOSED CARPARKWAY BUILDUP / PAVEMENTING
- PROPOSED FOOTPATH
- PROPOSED ON ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- IMPROVED LANDSCAPED / GRAVED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC RELAY MOUNTAINS



LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARAVANSWAY
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC PLAZA IMPROVEMENTS



Comhairle Contae County Council

BARRY
TRANSPORTATION

Dundrum Business Park,
Dundrum House, Dublin 14,
D14 A8A8,
Ireland
Phone: 01 4481400
Email: transport@barry.ie

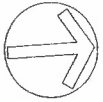
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Rev.	Date	Project	Description	Drawn By
001	00/05/2019	0000	Issued for Review	XXX, XXX

Project Title		Living Streets - Coastal Mobility Route		Scale:
Drawing Title:		Preliminary Dublin Coastal Mobility Route		S3
Sheet 10 of 16				
Designed By	Rev Name	Drawing No.	Rev	Rev
Drawn By	Drawn At	Drawn On	Drawn On	Drawn On
Drawn By	Drawn At	Drawn On	Drawn On	Drawn On

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CHARACTERISTIC BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / GRASED AREA
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- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

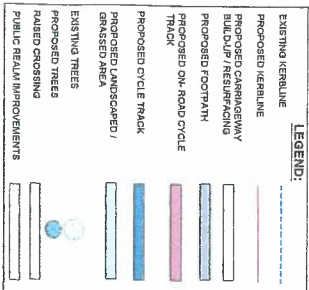


CHARLEMONT AVE

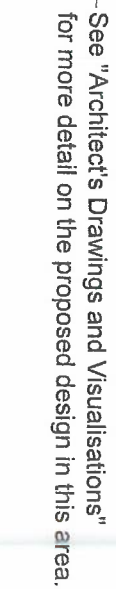
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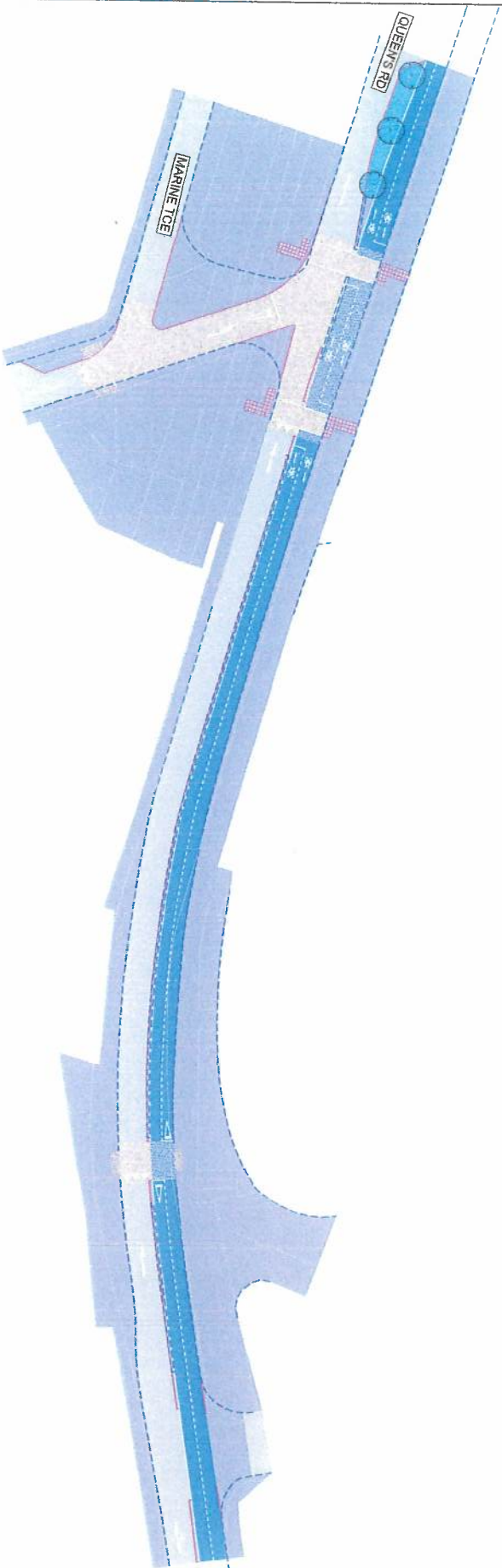
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Project Title	Living Streets - Coastal Mobility Route	Status	S3
Drawing Title	Palmerston Deepen Coastal Mobility Route Sheet 11 of 19		
Designed By	7/24/2016	Drawing No.	2249-D-BTL-XX-CLN-OR-CR-00083
Drawn By	Start at A1 - 1350		
Approved By	2249-D-BTL-XX-CLN-OR-CR-00083		
Checked By	2249-D-BTL-XX-CLN-OR-CR-00083	Rev.	P01



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Queen's Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

[illegible]

[illegible]

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Queen's Road and Windsor Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



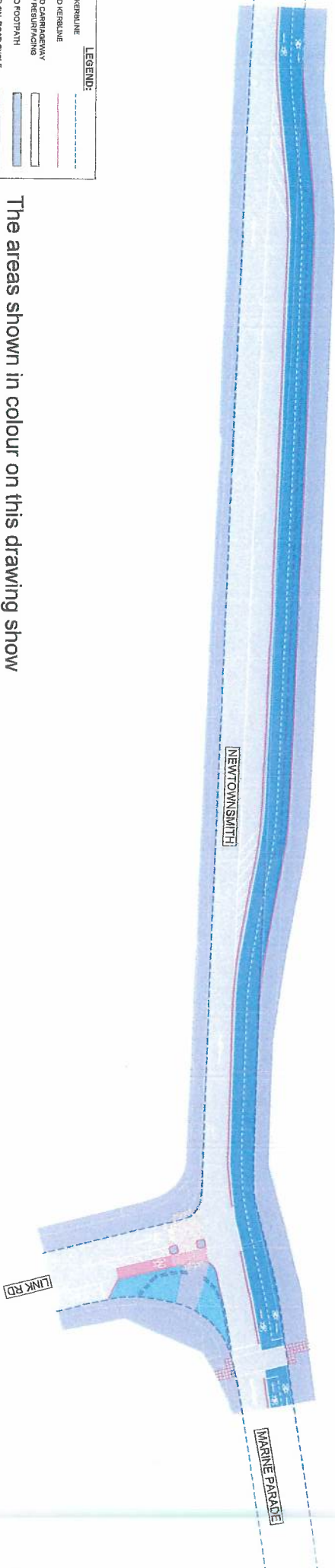
Dundrum Business Park,
Classon House,
Dundrum Road, Dublin 14,
Co. Dublin,
Ireland

Notes


Rev.	Date	Drawn	Description	Class	Appr.
P01	09/05	09/05	Issued for Review	XX	XX


Project Title:	Living Streets - Coastal Mobility Route	Status:
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Ordering Title	Prattville Design Council lobby rooms Sheet 11 of 15	63
Objected By	File Name	Rev
Drawn By		
Checked By	6066.wat.1.750	
Approved By	22410-BTL-XX-CHN-DWG-000038	P01
Approved Date	2006-02-29 09:23A	





The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Windsor Terrace and Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.


EXISTING KERBLINE

LEGEND:


PROPOSED KERBLINE



**PROPOSED CARRIAGEWAY
 BUILDUP RESURFACING**



PROPOSED FOOTPATH



**PROPOSED ON ROAD CYCLE
 TRACK**



PROPOSED CYCLE TRACK


**PROPOSED LANDSCAPED /
 GRAVELLED AREA**


EXISTING TREES


PROPOSED TREES


RAISED CROSSING


PUBLIC PEDESTAL IMPROVEMENTS


Notes

[illegible]

Project Title:	Living Streets - Coastal Mobility Route	Status:	
Drawing Title:	Participatory Design Coastal Mobility Route Sheet 15 of 19	SS	
Checked: JEL Drawn: JF Approved: MC Checked: MC	File Name: Date: 14/11/2020 Date: 24/02/2023	Drawing No: 22410-BT-XX-CM-CHN-CE-0003	Rev: P01

MARINE AVE

MARINE PARADE

BURDETT AVE

LEGEND

—

PROPOSED REPAIRS

THE UNIVERSITY OF CHICAGO

PROPOSED CARRIAGEWAY

BUILD-UP / RESURFACING

PROPOSED FOOTPATH

PROPOSED ON-BOARD CYCLE

TRACK

10

PROPOSED CYCLE TRACK

PROPOSED LANDSCAPED /
GRASSED AREA

10

EXISTING TREES

PROPOSED TREES

RAISED CROSSING

doi:10.1017/S0007122612000097

PUBLIC REALM IMPROVEMENTS

[illegible]

Castrol Mobility Road.

16 of 18

1

Drawing No.

22410-BTL-XX-CN

Journal of Management Inquiry 24(1) 3-16
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DOI: 10.1177/1056492615575001
<http://jmi.sagepub.com>

dir
Comhairle Contae County Council



Barry
TRANSPORTATION

Dundurn Business Park,
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Co. Dublin,
Ireland

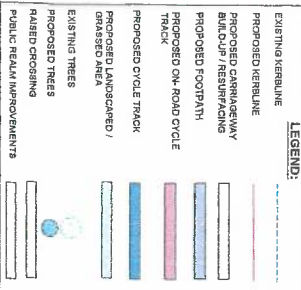
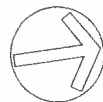
Phone: (01) 4861400
Email: transportation@jobarry.ie

Notes

[illegible]

Project Title	Living Streets - Coastal Mobility Route		Status
Drawing Title	Preliminary Design Coastal Mobility Route Sheet 16 of 18		S3
Designer: BE Drafter: SP Approved: RC Drawing No.	File Name Sub Area: 17-280 Date: 04/04/2023	Drawing No. 22410-BT-XX-CHN-DR-CSE-0003	Rev. P01

BALLYGHEEN AVE



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

SANDYCOVE AVENUE WEST

[illegible]

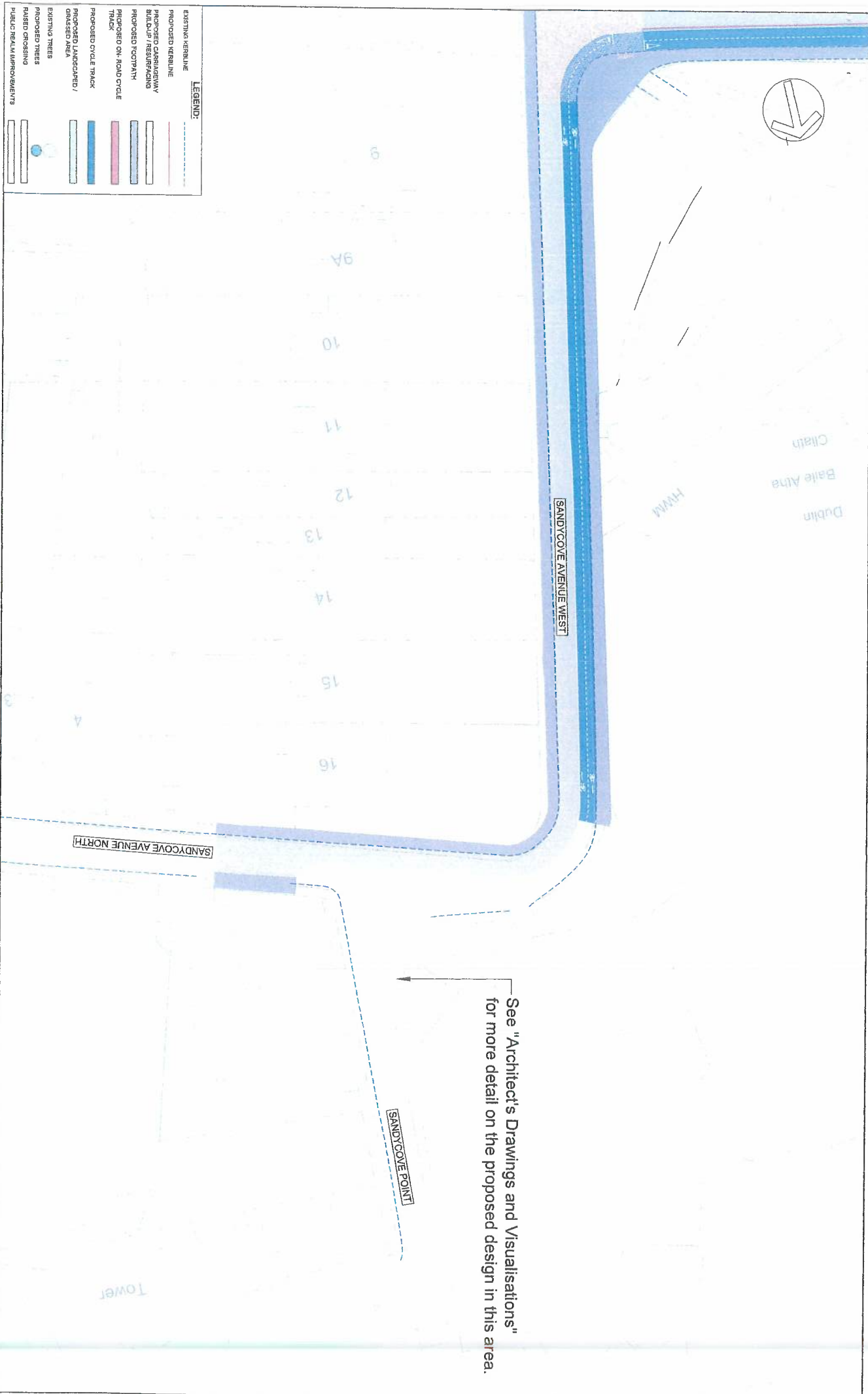
Project Title		Living Streets - Capital Mobility Route		Status	
Drawing Title		Preliminary Design Mobility Route		S3	
Sheet 17 of 19					
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Client:

Dún Laoghaire-Rathdown County Council



Project:

Living Streets: Coastal Mobility Route

Report:

Section 38 Report



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INTRODUCTION

On behalf of Dún Laoghaire-Rathdown County Council (DLRCC), Barry's Transportation have prepared this Section 38 Report for the proposed Living Streets: Coastal Mobility Route Scheme (CMR). This is a pedestrian, cycle, public realm and improvement scheme and includes the following roads as well as junctions along the CMR:

SECTION 1:

- Newtown Avenue
- Seapoint Avenue
- Old Dunleary Road
- Crofton Road
- Queen's Road
- Windsor Terrace
- Newtownsmith
- Marine Parade
- Otranto Place
- Sandycove Avenue

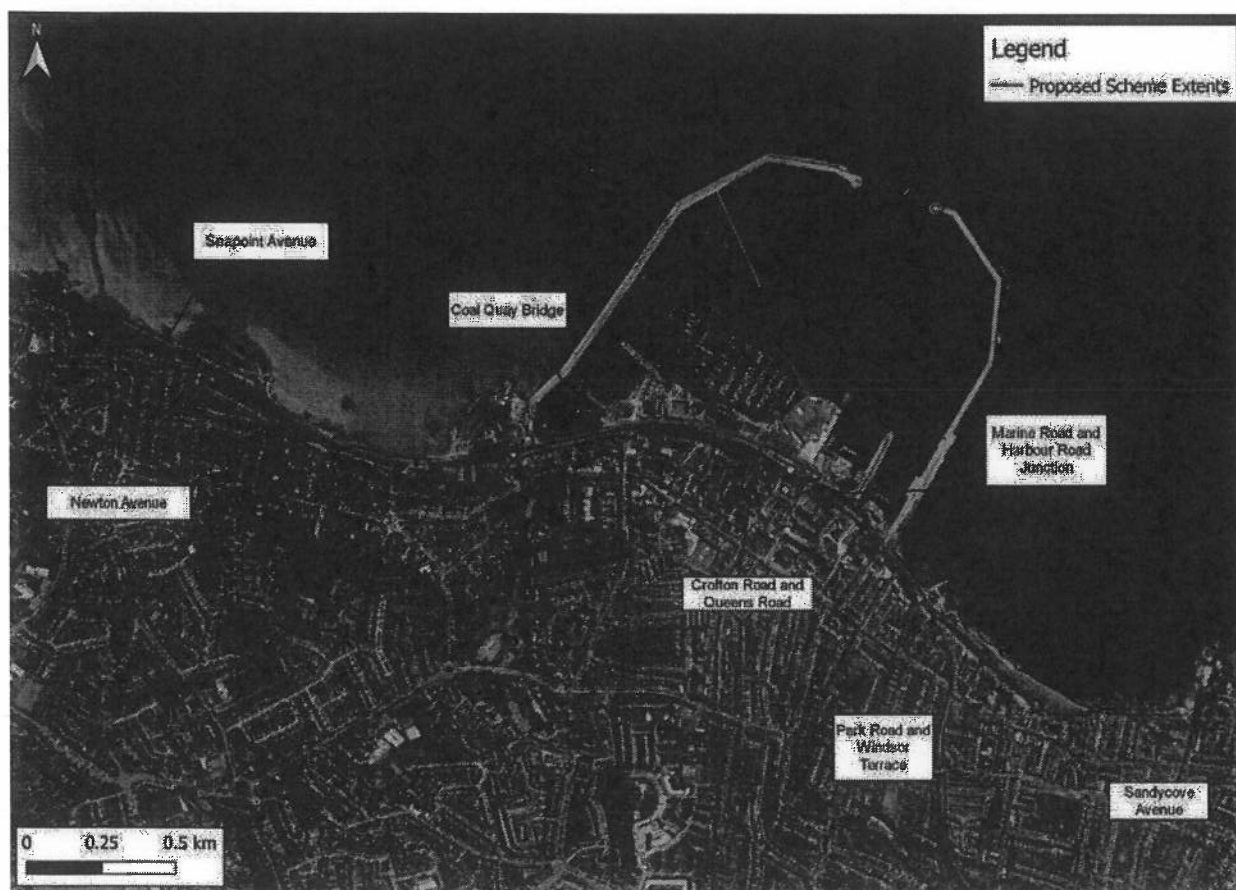


Figure 1: Scheme Extents

1.1 Objectives

The proposed scheme will help deliver the following objectives:

- To provide continuous, high-quality, and consistent cycling and walking facilities, including providing a safe and direct route for cyclists between Blackrock Village and the Sandycove.
- To provide improved public realm areas and enhance the overall visual quality the Coastal Mobility Route, including providing attractive seating areas to encourage visitors to the area and to promote social cohesion.
- To provide increased landscaping, planting and SUDS elements to improve the environment.
- To promote modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.
- To create a place for all ages and abilities.
- To enhance safety for all road users including vulnerable persons.

1.2 Report Structure

Following this introductory chapter, the remainder of this report is as follows:

- Section 2 presents an overview of the planning process that the scheme sits within.
- Section 3 presents the location, context, and scheme overview.
- Section 4 presents the relevant policy context.
- Section 5 presents the planning considerations.
- Section 6 details the consultation undertaken with DLRCC, and alternatives considered.

PLANNING PROCESS

2.1 Section 38

SECTION 2
This scheme is being delivered under Section 38 of the Road Traffic Act (1994). Traffic calming and minor road improvements are referred to as a "Section 38" development and the Road Traffic Act, 1994 (as amended) sets out the procedure for carrying out such developments. A road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures including footpath and cycle track improvements as they consider desirable in respect of public roads in their charge.

2.2 Documents Prepared

The following is a list of documents that have been prepared for this project:

- Site Location Map
- Proposed Layout – Engineer's drawings
- Proposed Layout - Architect's drawings and visualisations
- Options Assessment Report
- EIAR Screening Report
- AA Screening Report

2.3 Public Consultation

The Local Authority has decided to proceed with a non-statutory planning consultation held from the 3rd of July to the 11th of August (6 weeks).

2.4 Submission Process

Dún Laoghaire-Rathdown County Council will make full plans and particulars of the proposed development available for inspection. These will be made available at the following locations:

- Dún Laoghaire-Rathdown County Council, County Hall, 1 Harbour Square, Dún Laoghaire, Co Dublin, A96 K6C9

Submissions or Observations can be made online at:

<https://dlrcoco.citizenspace.com/environment/living-streets-coastal-mobility-rout/>

All submissions must include a contact name and address. Any submissions or observations received by the Council will be considered in the Public Consultation Report which will be prepared once the consultation period has ended.

LOCATION, CONTEXT AND SCHEME OVERVIEW

Living Streets CMR is a cycle, public realm and pedestrian improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of the Coastal Mobility Route. The proposed scheme will upgrade the urban realm with new hard and soft landscaping, planting, and street

SECTION 3: will also enhance the pedestrian and cycle infrastructure as well as safety at multiple junctions along the route. The scheme will include works on the following roads:

- Newtown Avenue
- Seapoint Avenue
- Old Dunleary Road
- Crofton Road
- Queen's Road
- Windsor Terrace
- Newtownsmith
- Marine Parade
- Otranto Place
- Sandycove Avenue

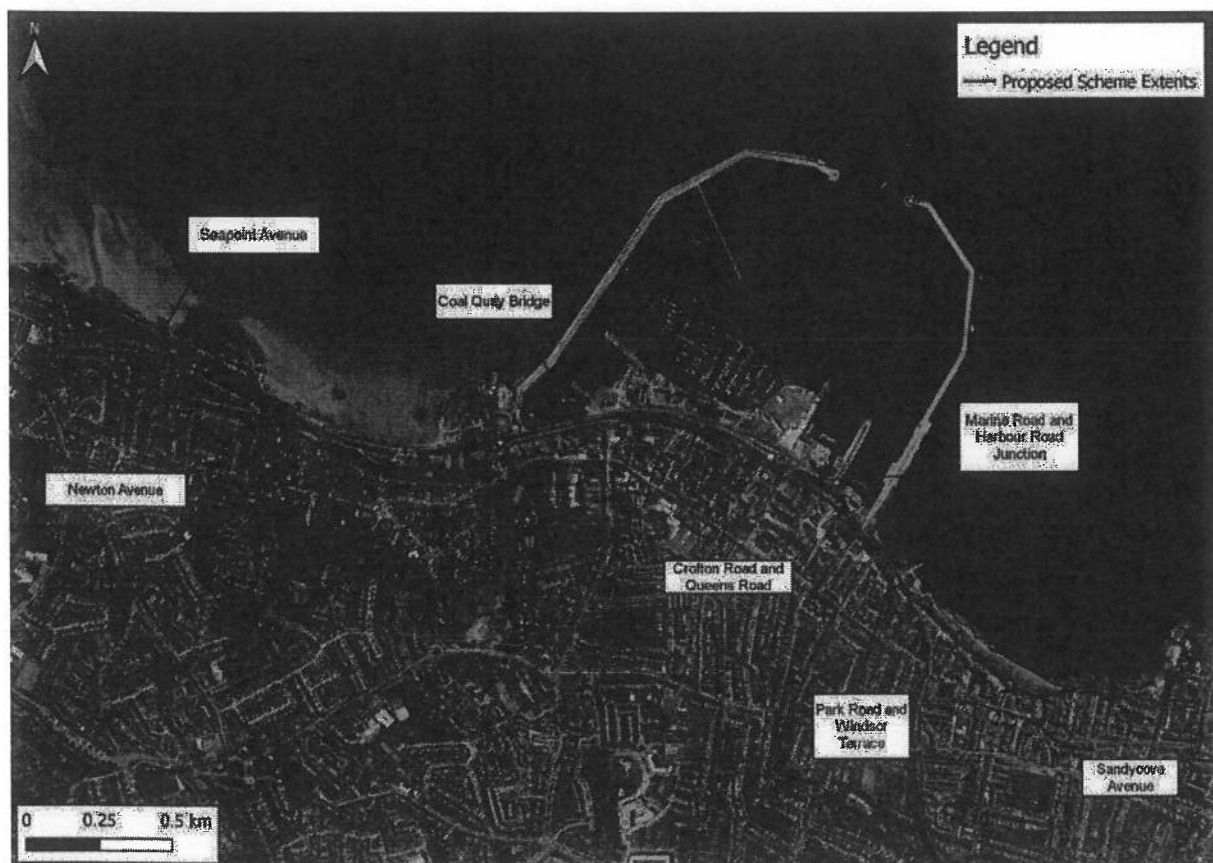


Figure 2: Site Location.

Building on the temporary public realm and mobility improvement measures implemented during the COVID-19 restrictions of summer 2020 along the Coastal Mobility Route, this project will provide a series of permanent public realm, roadway, pedestrian, and cycle upgrades using high quality and durable materials. The scheme is consistent with the policies and objectives of the Interim Dún Laoghaire Urban Framework Plan and the County Development Plan, both of which were informed by extensive public consultation, as

demonstrated in Section 4 below. The scheme is informed by consultation with local representative business and resident groups through two independent evaluations of the temporary measures by TU Dublin; a mobility study (<https://www.tudublin.ie/media/website/news/2021/main-news/TU-Dublin-DLR-COVID-19-Mobility-Review-FINAL-RESIZED.pdf>) and an Economic Development & Business Community Feedback study (https://www.tudublin.ie/media/TU_Ph2a_CovidMob_BusinessCMR_IssDLR0223FI.pdf).

The existing public realm measures, introduced in the summer of 2020, include a one-way traffic system, two-way segregated cycle path, wider pedestrian areas, seating, and planters. Subsequent surveys have shown high levels of support for these temporary measures along the Coastal Mobility Route, with a significant majority of local residents expressing a wish to make these changes permanent. A majority of local businesses have also expressed support for the measures, with some seeking certain design improvements. Dún Laoghaire-Rathdown County Council has engaged with businesses and community groups along the route to create a scheme that best reflects their needs and aspirations, particularly exploring details concerning the design and location of public realm landscaping, street furniture, loading bays, bicycle parking racks, car parking spaces and traffic flow.

The scheme will replace existing finishes with high quality permanent materials to create a consistent look and feel along the route. This landscape upgrade will provide better seating, footpaths, and planting. New sections of two-way cycle track will be constructed on Newtown Ave and Crofton Road to complete a 4.5 km segregated route from Blackrock to Sandycove. The scheme will make it easier and safer to walk and cycle along the coast with extended pedestrian and cycling infrastructure and enhanced connectivity between Blackrock Village and Sandycove.

The scheme will provide high quality surfaces free of trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 38 new trees will be included in the works along with areas of low-level planting. Hard landscaping improvements are proposed at the Marine Parade parklet and at Sandycove Point. Rain gardens will also be introduced along the route to catch and store rainwater.

The scheme will provide new bus stops on Crofton to facilitate the implementation of the BusConnects network and will also include a change in traffic direction of traffic along Windsor Terrace (from Link Road to Park Road) to facilitate the Living Streets: Dun Laoghaire project.

Further details can be seen in the scheme drawings.

RELEVANT POLICY CONTEXT

4.1 Overview

SECTION 4: The section of the report demonstrated that the scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local). While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Policy Level	Policy
European	<ul style="list-style-type: none"> European Green Deal RISM Directive
National	<ul style="list-style-type: none"> Project Ireland: National Development Plan 2021-2030 Project Ireland: National Planning Framework 2040 Climate Action Plan 2023 National Investment Framework for Transport in Ireland (NIFTI) Road Safety Authority (RSA), Road Safety Strategy 2021-2030 National Cycle Policy Framework (NCPF) Smarter Travel: A Sustainable Transport Future 2009-2020 National Sustainable Mobility Policy NTA Statement of Strategy 2018-2022
Regional	<ul style="list-style-type: none"> Greater Dublin Area (GDA) Cycle Network Plan 2013 Greater Dublin Area (GDA) Transport Strategy 2022-2042 GDA Cycle Network Plan 2021 Regional Spatial and Economic Strategy 2019-2031 (RSES)
Local	<ul style="list-style-type: none"> Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 Interim Dún Laoghaire Urban Framework Plan Dún Laoghaire-Rathdown Cycling Policy Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024

4.2 European Policy

4.2.1 European Green Deal

The European Green Deal was adopted in 2020 and contains a set of policy initiatives (presented in the figure below) aimed at making the European Union climate neutral by 2050. Overall, the Green Deal aims to reduce emissions by at least 50% by 2030 and achieve net-zero emissions by 2050 by introducing new strategies, funding and legislation for the circular economy, transport, buildings, and biodiversity. Two of these strategies are described in further detail.

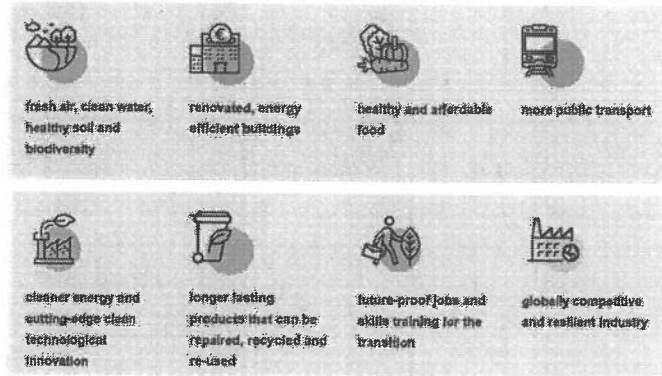


Figure 3: European Green Deal focus areas.

EU Sustainable and Smart Mobility Strategy

Forming part of the European Green Deal, the EU's Sustainable and Smart Mobility Strategy aims to reduce transport emissions across the Union through funding, regulations and policy supports for clean and sustainable mobility. While naturally EU policy mainly focuses on pan-European measures and cross-border mobility, the Strategy does reiterate strong support for investment in urban walking and cycling infrastructure by member states.

The Strategy places a particular emphasis on urban mobility and increasing the sustainable mode shares for trips to work, school, and other key destinations. The scheme will make progress towards the strategy, as shown in the table below.

No.	Action
35	As set out in the 2030 climate target plan, increasing the modal shares of collective transport, walking, and cycling, as well as automated, connected, and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability. The Commission will further engage with cities and Member States to ensure that all large and medium-sized cities that are urban nodes on the TEN-T network put in place their own sustainable urban mobility plans by 2030. The plans should include new goals, for example on having zero emissions and zero road fatalities. Active transport modes, such as cycling, have seen growth with cities announcing over 2300 km of extra cycling infrastructure. This should be doubled in the next decade towards 5000 km in safe bicycle lanes. The Commission is also considering developing a mission in the area of Climate-neutral and Smart Cities ²⁸ as a strategic priority for joint action to accomplish decarbonisation within a large number of European cities by 2030
37	The EU and Member States must deliver on our citizens' expectations of cleaner air, less noise and congestion, and eliminating fatalities on our city streets. By revising the Urban Mobility Package to promote and support these sustainable and healthy transport modes, the Commission will contribute to the improvement of the current European framework for urban mobility. Clearer guidance is needed on mobility management at local and regional level, including on better urban planning, and on connectivity with rural and suburban areas, so that commuters are given sustainable mobility options. European policies and financial support should also reflect the importance of urban mobility for the overall functioning of the TEN-T, with provisions for first/last mile solutions that include multimodal mobility hubs, park-and-ride facilities, and safe infrastructure for walking and cycling.

This scheme will provide new and safer cycling infrastructure, improved footpaths, and significant additional green landscaping. This will also contribute towards reducing carbon emissions by promoting active travel throughout the county and creating a safe framework for urban mobility.

EU Biodiversity Strategy for 2030

The Biodiversity Strategy is also part of the European Green Deal, and it “aims to put Europe’s biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet”. Noting that “the biodiversity crisis and the climate crisis are intrinsically linked”, the strategy notes the dual benefits of green infrastructure or nature-based solutions, such as cooling in urban areas, reducing pollution and flooding, mitigating the impact of natural disasters, and protecting wildlife and biodiversity. It also recognises the value of green and open spaces to physical and mental wellbeing, particularly in urban areas where space is limited.

The Biodiversity Strategy recommends a number of actions aimed at greening urban areas, including:

- The “systemic integration” of healthy ecosystems, green infrastructure, and nature-based solutions into urban planning, including in public spaces, infrastructure and the design of buildings and their surroundings.
- The development of ‘Urban Greening Plans’ in all European cities of at least 20,000 inhabitants which would focus on creating biodiverse and accessible urban parks, green spaces, and tree-lined streets; as well as improve connections between existing green spaces.

The scheme provides a prime opportunity to integrate green infrastructure into the design of walking and cycling facilities, and to enhance the urban realm throughout the scheme extents. New planters and roughly 38 new trees as well as the integration of SUDS throughout the entirety of the scheme will not only help enhance the public realm but will also help comply with the EU Biodiversity Strategy by integrating green infrastructure and nature-based solutions along the Coastal Mobility Route.

4.2.2 Road Infrastructure Safety Management (RISM) Directive

The European Union has set a ‘Vision Zero’ target, which aims to halve fatalities on European roads by 2030 and reduce this to ‘almost zero’ by 2050. Influenced by a ‘Safe Systems’ approach, which is a road safety concept that deaths and serious injuries are largely preventable by good design and maintenance of road infrastructure, the ‘Vision Zero’ target is accompanied by a suite of European and national policies and programmes aimed at achieving this strategic ambition.

Accordingly, the Directive on Road Infrastructure Safety Management (RISM) defines procedures for EU member states to improve safety on European road networks. Under RISM, each member state is required to carry out actions to monitor and improve road safety on the network, including network-wide ‘Safety Ranking’, regular Road Safety Inspections, Road Safety Audits during planning and design of infrastructure, training, certification and knowledge exchange with local authorities and European partners. While RISM was originally intended to cover just the TEN-T network, the 2019 revision to the RISM Directive notes that it is: “desirable for those RISM principles to be applied to other parts of the European road network”.

RISM was updated in 2019 to require member states to take into account the needs of ‘vulnerable road users’ in network planning, design, and operation, which are defined as “non-motorised road users, including, in particular, pedestrians and cyclists”. In planning and designing road infrastructure, the updated RISM Directive places much greater emphasis on separating protecting vulnerable road users from the risks of high-speed and high-volume traffic, and requires authorities to consider things such as:

- “Provisions for cyclists, including the existence of alternative routes or separations from high-speed motor traffic.
- Density and location of crossings for pedestrians and cyclists.
- Provision for pedestrians and cyclists on affected roads in the area.
- Separation of pedestrians and cyclists from high-speed motor traffic or the existence of direct alternative routes on lower class roads”.

This project has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM) and incorporates the re-allocation of road space to pedestrian and cycle. A key goal of this scheme is to increase safety for vulnerable road users and will be subject to several Road Safety and Road User Audits as the design progresses.

4.3 National Policy

4.3.1 Project Ireland 2040: National Development Plan 2021-2030

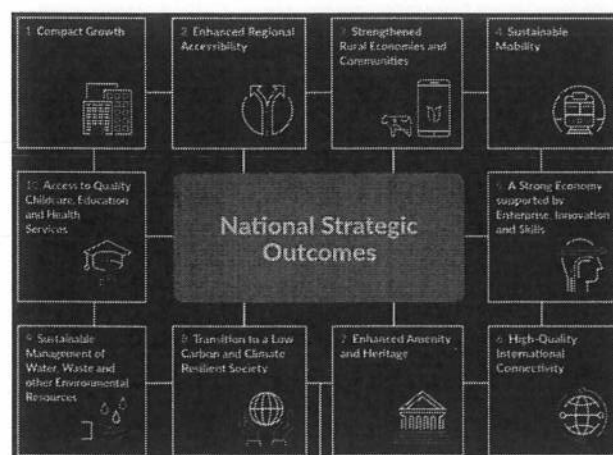
The National Development Plan 2021 - 2030 was published in 2021 as an early update to the 2018 National Development Plan (NDP). The 2018 NDP was published along with the National Planning Framework in February 2018 as part of Project Ireland 2040. The 2018 NDP was developed to drive Ireland's long term economic, environmental, and social progress across all parts of the country over the next two decades and underpins the successful implementation of the new National Planning Framework (NPF). The updated NDP 2021 – 2030 extends the funding available to support all sectors and regions in Ireland. It will guide national, regional, and local planning investment decisions over the coming two decades. It also illustrates the commitment to reforming how public investment is planned and delivered. This will be done through a decisive shift to integrated regional investment plans and stronger co-ordination of sectoral strategies.

The National Development Plan provides €165 billion, which will underpin the National Planning Framework and drive its implementation over the next ten years. This will ensure accessibility between key urban centres of population and their regions.

In terms of active travel, €360 million is being committed per year to the development of walking and cycling infrastructure all over Ireland over the next 10 years. This project will draw funding from the National Development Plan.

4.3.2 Project Ireland 2040: National Planning Framework

Project Ireland 2040 is Ireland's National Planning Framework (NPF) and provides a high-level strategic plan to shape planning policy, future growth, and development in Ireland in the period to 2040. The NPF aims to avoid the "mistakes" made in previous planning policy – mistakes that have led to urban sprawl, unbalanced regional development, and increased car dependency - by ensuring that investment is closely aligned to these overarching principles. The NPF is based on ten 'National Strategic Outcomes' (NSO), which are an expression of the shared national goals or benefits the NPF aims to achieve. These are displayed in the figure below.



All public projects are required to demonstrate how they align to the NPF, and how they would contribute to the achievement of the NSO. The alignment of the proposed scheme to the NSO is summarised in the table below.

NSO	Relevance to the proposed scheme
1. Compact Growth	Responding to past levels of urban sprawl and car dependency, the NPF aims to concentrate growth in existing villages, towns, and cities; and to ensure that residents have easy access to jobs, amenities, and services. The scheme will encourage compact growth by encouraging a shift to sustainable modes of transport and increasing accessibility to different areas along the coast via sustainable modes of transport.
4. Sustainable Mobility & 8. Transition to a low Carbon and Climate Resilient Society	The scheme aims to support sustainable mobility and encourage a shift from private cars to reduce transport emissions. New bicycle parking stands will be provided along with higher quality and safer pedestrian and bicycle path facilities. Furthermore, bus stops are being relocated when necessary to allow for optimised accessibility along the routes.
7. Enhanced Amenity & Heritage	The scheme proposes to deliver enhanced amenities and public realm for local residents and visitors to walk, cycle or jog. The high quality hard and soft landscaping proposals will enhance the aesthetic and environmental quality of the streets, de-cluttering and removing cars which will improve views of protected structures and monuments along the Coastal Mobility Route. Furthermore, improved seating area, art pieces and parklets will help enhance amenities.
9. Sustainable management of water, waste, and other environmental resources	The scheme aims to improve environmental quality by integrating green infrastructure (i.e., vegetation, SuDS etc) into the planning and design, where possible. A number of additional trees and planters will be provided along the route.

As well as the NSO, the NPF also includes 'National Policy Objectives' to provide a more specific statement of the types of actions or investment that should be prioritised. Several of these are of particular relevance to the scheme and are displayed in the table below. As well as transport and climate objectives, this highlights the potential of the project to make a positive contribution to other policy areas, particularly in terms of improving the environment and quality of life within the study area.

NPO 6	Making Stronger Urban Places: Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
	The scheme provides enhanced public amenities with high quality materials, helping rejuvenate the coastal route.

NPO 26	People, Homes, and Communities: Support the objectives of public health policy including Health Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.
	The scheme provides better pedestrian and cycling facilities, promoting health and physical activity through active travel.

NPO 27	People, Homes, and Communities: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
	Pedestrian and cyclist improvements being provided will help prioritise walking and cycling accessibility along the coastal route. Making these new amenities safer will allow for all age groups to benefit from them.

NPO 57	Realising our Sustainable Future: Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, to create safe places.
	The scheme includes provision of new green areas with integrated SUDS as well as approximately 38 new trees.

NPO 64	Realising our Sustainable Future: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.
	This scheme supports active travel through new and improved pedestrian and cycle paths, and through improved public transport amenities, which all promote reduction in pollution levels. It also includes green infrastructure such as SuDS.

4.3.3 Climate Action Plan 2023

Following the enactment of the Climate Action and Low Carbon Development Act 2015, the Government published the Climate Action Plan 2019 in June 2019, and published an updated Climate Action Plan in 2023. The objective of the plan is to help accelerate the actions required in order to respond to the climate crisis and put climate solutions at the centre of Ireland's social and economic development, to enable Ireland to meet the legally-binding, economy-wide carbon budget and sectoral ceilings agreed in 2022 and the emission reductions targets set out in the Climate Action and Low Carbon Developments Acts. The plan set out actions which extended to all sectors of the economy including Transport. The third Climate Action Plan was published in December 2022 after the signing into law of the Climate Action and Low Carbon Development (Amendment) Act 2021 in July 2021. This plan builds on measures and technologies set out in the 2021 plan to deliver greater ambition. The objective of the Plan is to enable Ireland to meet its EU targets to reduce its carbon emissions by 50% by 2030 with the ultimate objective of achieving a transition to a climate resilient, biodiversity rich and carbon neutral economy no later than 2050.

The Plan sets out measures to deliver targets for all sectors of the economy including Transport. Section 15.3 of the Plan outlines measures and actions required to deliver the sectoral emissions targets in the transport sector. These are categorised as Horizontal, Avoid, Shift, and Improve.

Regarding the 'Sustainable Mobility' measure in the Climate Action Plan 2023, the proposed Scheme seeks to support and promote sustainable transport, which will encourage a modal shift from individual vehicle usage. The proposed Scheme seeks to provide continuous dedicated cycle and pedestrian facilities throughout the length of the scheme, with the aim of encouraging a modal shift to a more sustainable

transport mode. Therefore, it is considered that the proposed scheme will align with the Climate Action Plan 2023. Some relevant actions are shown in the table below.

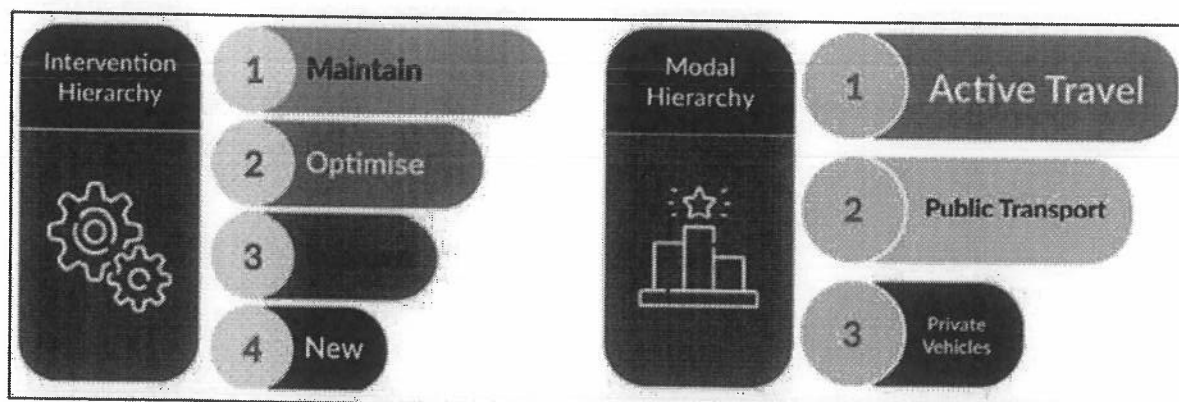
No.	Action
TR/23/14	Promote widespread, consistent, and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities.
TR/23/25	Local Areas to identify roads and streets suitable for road space reallocation.
TR/23/27	Pedestrian enhancement plans developed for five metropolitan areas.
TR/23/29	Advance roll-out of 1,000 km walking/cycling infrastructure.
TR/23/30	Advance roll-out of National Cycle and Greenway Networks.
TR/23/31	Advance widespread and consistent implementation of National Cycle Manual guidance and the Design Manual for Urban Roads and Streets with DHLGH.
TR/23/32	Leverage of Protection and Renewal Road infrastructure programme to enhance safety of sustainable mobility users.

4.3.4 National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport published a framework for guide future investment in the land transport network and to prioritise investment that supports the delivery of the National Strategic Outcomes. The investment objectives of NIFTI are:

- Delivering clean, low-carbon and environmentally sustainable mobility.
- Supporting successful places and vibrant communities.
- Facilitating safe, accessible, reliable, and efficient travel on the network.
- Promoting strong and balanced economy.

NIFTI includes two 'hierarchies' specifying the order in which transport investment should be prioritised: an 'intervention hierarchy' and a 'modal hierarchy'; both of which are shown in the figure below.



The Intervention Hierarchy differentiates between the level of intervention proposed, and states that investment should firstly seek to 'maintain' existing infrastructure; then to 'optimise' or 'improve' existing infrastructure; and finally – if it is not possible to achieve an objective through previous steps – to invest in providing 'new' infrastructure. The aim of the Investment Hierarchy is to maximise the lifespan and value for

money of past investments, and to ensure that more affordable and efficient options for achieving an objective are considered before investing in large-scale transport projects or programmes.

The scheme is mostly aligned with Level 2 ('Optimise') on the Intervention Hierarchy. While requiring improved infrastructure in parts, the primary focus of the project is optimising and re-designing existing public space along the coastal route to be more efficient, sustainable, and equitable. This includes targeted upgrades to cycling, pedestrian, and public transport infrastructure, while reducing the prominence given to private cars.

The Modal Hierarchy differentiates between the modes of transport, and states that Active Travel (walking and cycling) should be prioritised, followed by public transport, and lastly by private vehicles. As outlined throughout, the scheme has been guided by a user hierarchy which seeks to prioritise active travel and bus users over private cars, which squarely aligns with NIFTI's Modal Hierarchy.

4.3.5 Road Safety Authority (RSA), Road Safety Strategy 2021-2030

The Road Safety Strategy seeks to reduce the number of fatalities and injuries on our roads through a number of specific objectives covering the areas of road safety education, enforcement, and engineering. The primary target of the 2021 – 2030 Strategy is to "reduce deaths and serious injuries by 50% by 2030".

With regard to engineering, it acknowledges that there are frequent issues raised by road users in relation to unsatisfactory road design including cycle lane and junction design. The proposed development of Blackrock village as part of this scheme addresses this area of concern through the provision of high-quality, coherent off-road cycle facilities that provide a level of segregation within the proposed development. The revised junction layouts provide an improved operating environment for vehicular traffic. The proposed development also encourages increased levels of walking and cycling due to a safer and more pleasant environment.

The scheme has been subject to a Stage 1 Road Safety Audit and further audits will be carried out as the design progresses.

4.3.6 National Cycle Policy Framework (NCPF)

The Government is committed to developing cycling as one of the most desirable modes of travel, it being good for your health, the economy, and the environment. The National Cycle Policy Framework (NCPF) sets out objectives to the year 2020 to achieve its vision. Analysis of the best practice of the most cycle friendly cultures, consideration of the views of stakeholders, identification of the potential to grow cycling as a share of overall commuting and mistakes made in the past by other countries allowed the government to identify measures that are required to make Irish towns and villages safe and attractive for cyclists of all ages and abilities and develop a framework document that provides a common, integrated basis for the long term development and implementation of cycling policies among various sectors and levels of government.

The design for this scheme is in accordance with the NCPF and the NCM through prioritisation of cyclists and pedestrians.

4.3.7 Smarter Travel: A Sustainable Transport Future 2009-2020

This document reflects the government's vision and required measures to have a sustainable transport system by 2020. It sets out below five goals:

- To reduce overall travel demand.
- To maximize the efficiency of the transport network.
- To reduce reliance on fossil fuels.
- To reduce transport emissions.
- To improve accessibility to transport.

In order to achieve these goals and ultimately ensure that sustainable travel and transport is in place by 2020, the following key targets are proposed:

- Future population and employment growth will take place predominantly in sustainable compact forms, which would reduce the need to travel for employment and services.
- 500,000 more people will make alternative means to commute and total share of car commuting will drop from 65% to 45%.
- Support and provide alternative methods such as walking, cycling and public transport, to rise the share to 55% of total commuter journeys to work.
- Total kilometres travelled by the car fleets in 2020 will not increase significantly from current levels.
- Reduction of GHG emission from transport sector will be achieved compared to the 2005 level.

Following these objectives and targets, following key actions are proposed:

- Reduce distance travelled by private cars and encourage smarter travel (e.g. encourage people to live close to workplaces, use pricing mechanisms or fiscal measures to encourage behavioural changes).
- Ensure alternatives to the car are more widely available, mainly through radically improved public transport service and through investment in cycling and walking.
- Improve the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies.
- Strengthen institutional arrangements to deliver the targets.

This scheme will help to achieve these goals by improving the infrastructure for cycling and walking along the coastal route which will make them safer, more convenient, and more pleasant choices of travel.

4.3.8 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. This project will support this by making it easier for people to choose walking, cycling or public transport daily instead of having to use a petrol or diesel car to access the comprehensive range of services and facilities available along the coastal route.

4.3.9 NTA Statement of Strategy 2018-2022

Following the 2015-2017 Statement of Strategy, The NTA published a new statement of strategy to 2022. The vision set out in this document is to provide a high quality, accessible, sustainable transport network connecting people across Ireland. To deliver this vision, the NTA set out 5 key missions:

- To secure the provision of an efficient, accessible, and integrated transport system in rural and urban Ireland.
- To transform and elevate customer's transport experience.
- To regulate privately operated transport services for the benefit of consumers.
- To contribute to the effective integration of transport and land use policies.
- To advance Ireland's transition to a low emissions transport system.

One of the main strategic priorities is to promote the use of more sustainable transport. This means a shift from cars to public transport, cycling or walking, thereby reducing emissions. This project supports this aim.

4.4 Regional Policy

4.4.1 Greater Dublin Area (GDA) Cycle Network Plan 2013 and GDA Cycle Network Plan 2021

The Government, together with the National Transport Authority (NTA) and other state agencies are committed to support and enhance cycling as a mode of transport in Ireland and develop cycling infrastructure and networks to achieve these objectives. In 2013 the Greater Dublin Area (GDA) Cycle Network Plan was published, see Figure 2 below. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and local authorities within the GDA to enhance understanding as to the bicycle facilities currently available, identify gaps in connections and infrastructure, assess the state of existing facilities and where improvement measures will be most advantageous to the public. The National Cycle Manual (NCM) defines a cycle network as “a collection of connected routes. Routes are a set of connected links and junctions that follow logical corridors between zones or urban centres. The purpose of the cycle network is to connect the main zones of origin and destination within an urban area and should provide effective through-movement for cyclists. A well-planned cycle network will carry the vast majority of cycle journeys”. DLRCC, in conjunction with the NTA are currently working on a number of cycle routes through the area, these works form part of the NTA's GDA Cycle Network Plan.

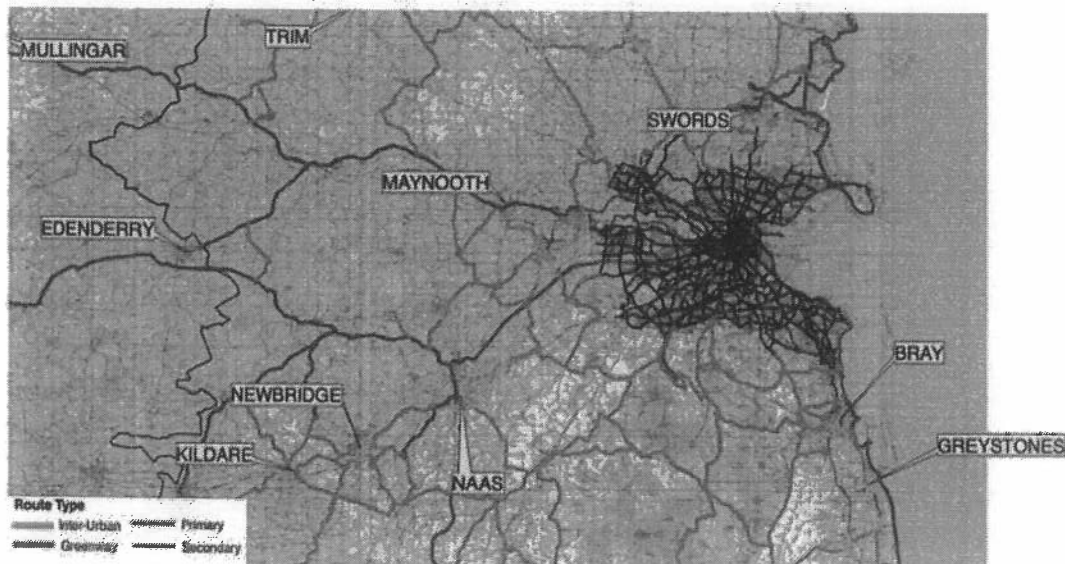


Figure 4: GDA Cycle Network Plan

The 2013 GDA Cycle Network Plan is currently undergoing a review. The updated GDA Cycle Network Plan was published in November 2021 as part of the 'Supporting Documents' for the public consultation on the Transport Strategy for the Greater Dublin Area 2022-2042. The Coastal Mobility Route has been identified as a primary route and a greenway in the GDA Cycle Network Plan, as shown in the figure below.

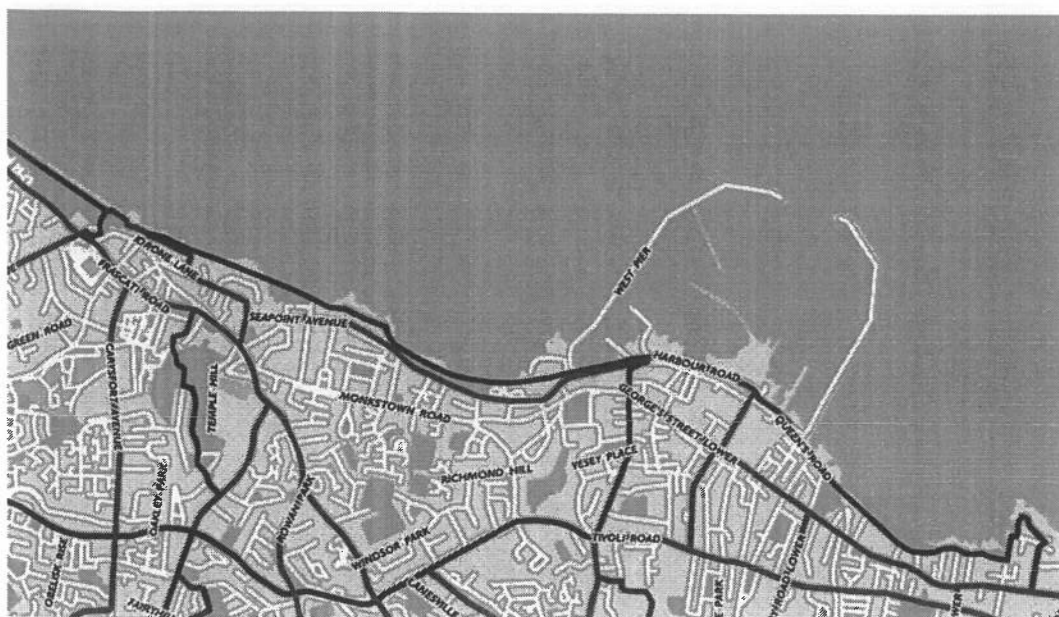


Figure 5: GDA Cycle Network Plan for the Coastal Mobility Route

4.4.2 Greater Dublin Area (GDA) Transport Strategy 2022-2042

The NTA's Greater Dublin Area Transport Strategy 2022-2042 provides a framework for the planning and delivery of transport infrastructure and services over the next two decades. The Strategy's role is to establish the essential policies and measures required to support the Greater Dublin Area in meeting its full potential and increasing sustainable transport use.

The Transport Strategy also proposes changes in the management and operation of the existing transport network to optimise and fully exploit the use of existing transport infrastructure. The strategy outlines the vision for the reallocation of road space and a modal shift from private car use to active travel modes such as walking and cycling. This modal shift and reallocation of road space will result in other benefits for the Greater Dublin Area such as:

- Reduced congestion at peak hours,
- Reduced dependency on private car use,
- Improve accessibility and social inclusion,
- Decreased air pollution levels,
- Increased levels of physical activity and enhanced health and wellbeing benefits.

This project aligns with the goals and objectives set out in the NTA's Strategic Transport Plan for Greater Dublin Area (GDA) for the period up to 2042 (Transport Strategy), and the implementation of this project will support the achievement of the goals set out in the strategy.

4.4.3 Regional Spatial and Economic Strategy 2019-2031 (RSES)

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of our Region to 2031 and beyond by supporting the health and wellbeing of people and places, from urban to rural, with access to quality housing, travel, and employment for all.

Trends within the region indicate that there is an overreliance on the private car for travel to work and education. It is estimated that congestion in the Dublin area was costing the economy over €350m per year by 2012, in terms of lost time, and that this would grow to more than €2bn by 2033. This congestion impacts on the region's commuters, public transport and the efficient movement of goods and services to, from and within the region. Transport can affect health and wellbeing both directly, for example through traffic accidents, commuter stress, or accessibility to employment and health services and indirectly, for example through higher rates of diseases and ill health as a result of pollution or sedentary lifestyles. Increasing

traffic is a health hazard that predominantly effects the more socially disadvantaged and deprived. In contrast the provision of good public transport, greenways and cycleways can enhance areas, contributing to liveable places and creating opportunities to be physically active. There is a need to overcome barriers to better mobility be they political, economic, or physical such as poverty, disability, affordability, or gender.

This scheme supports the RSES by reducing reliance on private cars by creating safe and accessible pedestrian, cycle and public transport amenities along the coastal route. These amenities help in overcoming mobility barriers and help affect health and wellbeing of the population in a positive way, reducing the risk of accidents, commuter stress and accessibility to employment and health services, but also by promoting physical activity as opposed to use of private vehicles.

4.5 Local Policy

4.5.1 Dún Laoghaire-Rathdown County Council Development Plan 2022-2028

The County Development Plan guides future growth and development in the County. The DLR County Development Plan sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2022 to 2028. The Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. This Plan is consistent with both the 'National Planning Framework' (2018) (NPF) and the 'Regional Spatial and Economic Strategy' (2019) (RSES).



Figure 6: DLR Development Plan Map

The DLR development plan interactive map can be found online at:

<https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=6e5e0fb0384a47dcb61cbf4e36eb6dcc>

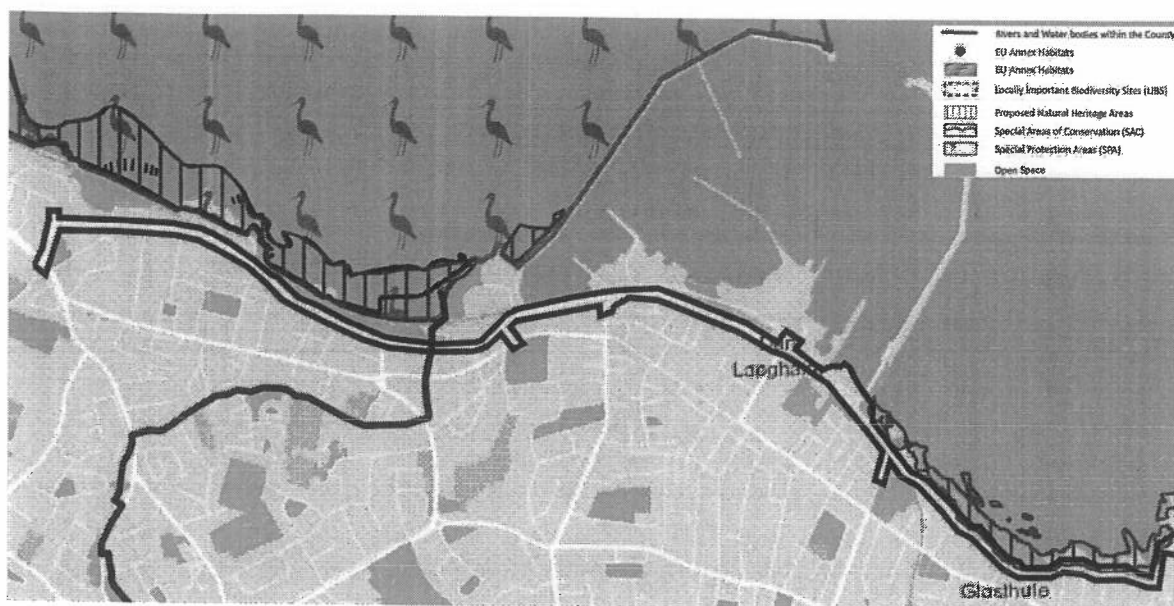


Figure 7: DLR Ecological Network Map

The DLR Ecological Network Map can be found online at:

https://www.dlrcoco.ie/sites/default/files/atoms/files/supplementary_map_b1_ecological_network_map_1.pdf

The scheme will support the specific objectives of the DLR County Development Plan 2022-2028, which include the following:

Objective CA18	It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist.
	This project proposes new landscaping where possible within the scheme, including the planting of approximately 38 new trees. Nature based SuDS solutions will be used, and rain gardens will be introduced to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.
Objective PHP36	It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability, or disability.
	This scheme has been designed in accordance with guidance documents such as DMURS and the NCM to ensure accessibility throughout the extents of it. The proposed scheme will allow for the new cycle facilities to be used by everyone regardless of age and cycle experience.

Objective PHP37	It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.
	This is an improvement scheme plans to improve the public realm amenities as well as the cycling and pedestrian facilities. High quality materials will be used along the route in order to contribute to the improvements.

Objective T1	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public.

Objective T6	It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance, and resources.
	This scheme takes into account the implementation of bus measures such as BusConnects.

Objective T11	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
	This scheme will provide fully connected and inclusive cycling and pedestrian facilities and integrate these modes of transport into the public realm design.

Objective T13	It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.
	This scheme will complete new cycle links that will add to these networks.

Objective T14	It is a Policy Objective of the Council to promote the development of the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay Trail from the boundary with Dublin City to Wicklow County.
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	This scheme will complete new cycle links that will add to these networks.
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Objective T23	It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.
	This scheme will provide improved pedestrian and cycle facilities which will improve the County road network. The NTA have been consulted regarding the proposed design.

Objective T29	It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level
	This proposed layout seeks to reduce vehicle speeds by narrowing the lane width in places, tightening corner radii, and introducing speed humps where appropriate.

Objective OSR7	It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic, and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.
	This scheme proposes significant new landscaping including the planting of approximately 38 new trees along the coastal route.

Objective EI6	It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).
	Nature based SuDS solutions will be used on this project. Rain gardens will be introduced to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective HER18	It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed.
	The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the Dun Laoghaire cACA.

4.5.2 Interim Dún Laoghaire Urban Framework Plan

The Interim Urban Framework Plan is intended to set out a clear and coherent vision to assist and guide the ongoing development and regeneration of Dún Laoghaire Town. This Framework Plan is entitled an Interim Plan and will be reviewed following on from the outcomes of the two ongoing studies of the Harbour and the town.

The scheme will support the specific objectives of the Interim Dún Laoghaire Urban Framework Plan, which include the following:

Objective 8	Provide a network of attractive and green urban spaces and public realm to enhance the user experience while also tackling climate action to create a low carbon, climate resilient and sustainable town.
	This scheme will provide new green spaces that incorporate SuDS features, contributing to a sustainable town. Furthermore, promoting cycling and walking as means of transports will help create a low carbon climate resilient and sustainable town.

Objective 14	Build on the temporary Covid 19 emergency works and strengthen cycling and walking links between Dún Laoghaire, Blackrock and Monkstown along Seapoint Avenue and Crofton Road and between Dún Laoghaire, Glasthule and Sandycove along Queen's Road and Newtownsmith.
	This scheme will make the emergency works permanent and will strengthen cycling and walking links in all the desired locations.

Objective 24	To implement the DLR Cycle Network objectives within the Interim Framework Plan area.
	This scheme improves and makes permanent the Coastal Mobility Route, which aligns with objectives in the DLR Cycle Network

4.5.3 Dún Laoghaire-Rathdown Cycling Policy

The publication by the government in 2009 of Smarter Travel - a Sustainable Transport Future 2009-2020 followed by the National Cycle Policy Framework 2009 – 2020 (NCPF) has set a new transport agenda in Ireland with an increased emphasis on sustainable transport including cycling. In particular, the NCPF recognises the contribution that cycling can make towards improving the quality of life and health of individuals whilst also contributing to the wider public realm, a stronger economy, and an enhanced environment for all.

The vision in this document is to cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, that positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community. This document sets out Dún Laoghaire-Rathdown County Council's own policies in response to the publication of the National Cycle Policy Framework, 2009 – 2020 and includes guidance for developers on cycle parking and cycle facilities to be provided as a consequence of new development.

To deliver its contribution to local and national goals, the Council, through the various policies set out in this document, will focus its attention on the following cycling activities by way of provision of infrastructure, promotion and marketing or any combination of these:

- Trips to school.
- Trips to work.
- Trips to and from public transport interchanges as part of onward journeys to work.
- Other utility trips i.e., trips to shops, leisure facilities etc.
- Recreational and tourism trips, including countryside access.
- Long distance and rural routes (except where they contribute to wider objectives, i.e. – above).

The proposed development includes permanent and improvement cycle facilities Blackrock Village and Sandycove. This promotes cycling as a mode of transport, and increases safety for cyclists, making these facilities accessible to all types of cyclists. The scheme also promotes a healthier lifestyle by encouraging and allowing people to cycle through Dun Laoghaire.

4.5.4 Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024

Dún Laoghaire-Rathdown County Council's Climate Action Plan sets out how the Council will improve energy efficiency and reduce greenhouse gas emissions in its own buildings and operations, while making Dún Laoghaire-Rathdown a more climate-resilient region, with engaged and informed citizens. This will be achieved by a range of ongoing and planned actions in five key areas which will be continuously monitored, evaluated, and updated to 2030 and beyond.

The key targets set out in the plan are as follows:

- 33% improvement in the Council's energy efficiency by 2020.
- Make Dublin a climate-resilient region by reducing the impacts of future climate change-related events.
- 40% reduction in the Council's greenhouse gas emissions by 2030.
- Actively engage and inform our citizens on climate change.

To fulfil those targets, DLRCC have decided to focus on five key actions areas: transport, food resilience, nature-based solutions, resource management and energy & buildings. This scheme will support the transport and nature-based solutions elements of this plan.

The proposed development aims at promoting and increasing active travel in the County, which in turn will help make Dún Laoghaire-Rathdown a more climate-resilient region, with engaged and informed citizens. Furthermore, the inclusion of SUDS in the scheme falls under the "nature-based solutions" area set out in the DLRCC Climate Change Action Plan.

4.6 Design Guidance

In addition to the relevant policy guidance, the proposed scheme has been prepared in compliance with the following design guidance:

- DMURS (Design Manual for Urban Roads & Streets).
- National Cycle Manual.
- National Transport Authority, Project Management Guidelines.
- Traffic Management Guidelines.
- Traffic Signs Manual.

5.1 Design and Visual Impact

Design proposals for the Coastal Mobility Route and its surroundings will complement and not compete with the existing historical character and context of the area. The principles for the design seek to encourage cycling, pedestrians into the public realm, create safe, tranquil spaces, increased greenery, and integrated SUDs measures.

5.2 Traffic and Transport Assessment

BusConnects Network Redesign

The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021 and it is expected to be fully implemented by the end of 2024.

The new network is expected to be in place by the time this project has finished construction and so the scheme is being designed with the future network in mind, rather than the existing one. However, depending on the progress of the two projects an interim scheme may be required, and this has also been considered by the design team.

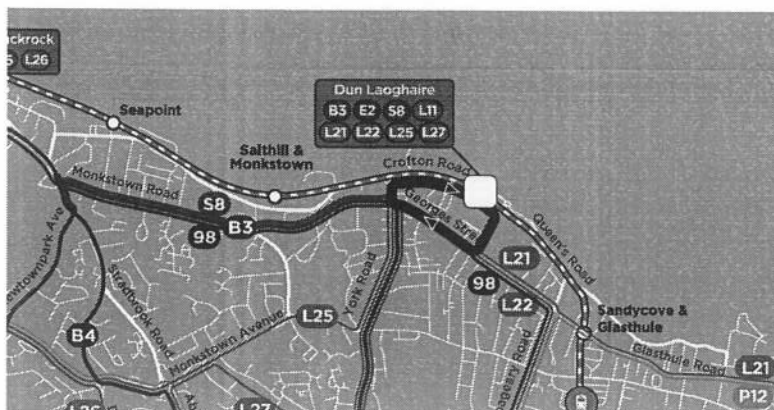


Figure 7: BusConnects new network along the Coastal Mobility Route

BusConnects Belfield/Blackrock to City Centre Core Bus Corridor (CBC)

The NTA have progressed the design of this CBC and the planning application was lodged in May 2022. The route travels down Frascati Road and will interact with this scheme at the junction with Newtown Avenue. A screenshot of the proposed design for this junction is shown below.

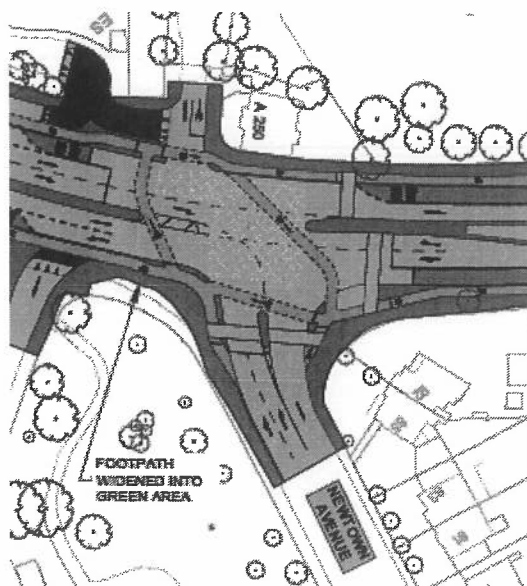


Figure 8: BusConnects – Proposed Newtown Avenue Junction

A new westbound bus stop is proposed on Crofton Road opposite the Dart station to support the implementation of the new BusConnects network.

5.3 Cultural Heritage (Archaeology and Architectural Heritage)

The post-box located at the Seafeld Avenue and Seapoint Avenue junction is on the record of protected monuments, there are also several protected structures along the coastal route. The post-box and the protected structures will not be impacted by the scheme and will be maintained in their existing locations.

5.4 Biodiversity, Landscaping and Arboriculture

Arborist Associates Ltd was commissioned to provide a condition assessment of the existing trees within the study area as well as an impact assessment report for the trees on Crofton Road. This study recommended the removal of no trees along the coastal route.

Extensive landscaping and tree planting will be carried out as part of the works including the planting of approximately 38 new trees around the village.

During the construction works, a professionally qualified Arboriculturist will be retained by the principal contractor or site manager to monitor and advise on any works within the Root Protection Zones (RPA) of existing trees to ensure successful tree retention and planning compliance. This arborist will also be responsible for preparing methods statements for, and supervising, the planting of all new trees.

5.5 Drainage and Utilities

5.5.1 SuDS Policy

Dún Laoghaire-Rathdown County Council has set out their County Development Plan 2022-2028 which strives to deliver on its core focus of sustainability whilst centring its objectives towards achieving climate resilient, liveable, and vibrant communities. Within the County Development Plan, DLRCC have emphasised

the role green infrastructure has in delivering these core principles, outlining it as a strategic asset in aiding sustainable development and as a key factor in the progression to a climate resilient nation.

Sustainable management of water, waste and other environmental resources is supported in both National Strategic Outcome 9 of the National Planning Framework (NPF) and Regional Strategic Outcome 7 of the Regional Spatial and Economic Strategy (RSES). National Policy Objectives 5 of the NPF also advocates enhanced water quality and resource management, notably through the use of Sustainable Drainage Systems (SuDS).

Objective EI6 from the DLR County Development Plan aims to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS). Developments will only be permitted where the Council is satisfied that suitable measures have been proposed that mitigate the impact on drainage through the achievement of control of run-off quantity and quality while enhancing amenity and habitat. In particular the requirements of the 'SuDS Manual' by the UK's Construction Industry Research and Information Association (CIRIA) shall be followed unless specifically exempted by the Council.

The DLR County Development Plan also details that where a SuDS scheme provides biodiversity and amenity value and is readily accessible for either use or enjoyment in most weather conditions, a proportion of the SuDS area could be incorporated as a component part of the communal or public open space provision. This proportion will be decided by the Planning Authority on a case-by-case basis. The Council will also encourage the use of bioswales in roadside verges, and open spaces.

Furthermore, in Appendix 7 of the Development Plan, it is detailed that in accordance with County Development Plan 2022-2028 Section 10.2.2.6 Policy Objective EI4: Sustainable Drainage Systems, the proposal must demonstrate that they meet the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS) policies in relation to Sustainable Drainage Systems (SuDS). The design must incorporate SuDS measures appropriate to the scale of the proposed development such as green roofs, bioretention areas, permeable paving, rainwater harvesting, swales, etc. that minimise flows to the public drainage system and maximises local infiltration potential. The applicant should provide cross-sections and long-sections, and commentary that demonstrates all proposed SuDS measures have been designed in accordance with the relevant industry standards and the recommendations of The SuDS Manual (CIRIA C753).

The above policies are supported at European level by the EU Water Framework Directive, this sets out rules to halt deterioration in the status of EU water bodies and achieve good status for Europe's rivers, lakes, and groundwater.

5.5.2 SuDS Strategy

The Living Streets: Coastal Mobility Route project will contribute to achieving the above objectives and will seek to provide the highest level of SuDS solutions possible while working within the constraints of the existing built environment. These SuDS features will combine to deliver the four key SuDS objectives:

Water Quantity – this project will use the sponge city principles to introduce pockets of water storage along the street. The first choice in this approach is to use nature-based solutions, typically in the form of raingardens and swales. There is a significant tree planting and landscaping proposed as part of this project, that will reduce the impermeable area along the route and greatly increase the water attenuation in the event of heavy rainfall. Rain gardens are proposed along the route in several locations. Approx. 38 new trees will also be planted along the route including several within the rain gardens. These green features will introduce evapotranspiration into the water management sequence, this is the vaporisation of water back into the local atmosphere, reducing the volume of water that passes through the network while also cooling local temperatures. Something that is especially beneficial when dealing with heavy summer showers.

Water Quality – The street designs will carefully consider the water shed path for surface water as it is conveyed across the street surface and enters into the drainage system. The aim is that as much water entering the system as possible should pass through biofilters that will trap and hold sediment, typical highway contaminants, such as hydrocarbons, brake dust and rubber crumb, amongst others. Biofilters also reoxygenate the water as well as cooling it down. It is important to note that all stormwater drainage from

the study area feeds into a combined sewer network and so ends up at a wastewater treatment plant. As such, the benefits from providing SuDS features that would filter and clean the water along the coastal route will be limited on this project.

Biodiversity – using nature-based solutions will hardwire habitat into the streetscapes, creating a long-term ecological environment for nature to recolonise and occupy.

Amenity - These green features will enhance the experience of passing along the route, especially on foot or by bicycle. By improving this experience, it will also increase the likelihood of people choosing to walk and cycle.

5.5.3 SuDS and Drainage Next Steps

As the design develops, further investigation into the position of existing drainage and utilities, soil conditions and adjacent land use may be required to establish what level of intervention can be achieved as part of this project. This could include, but not be exclusive to the following surveys and engagement:

- Soakaway testing to appraise infiltration feasibility and presence of contamination.
- CCTV surveys of existing drainage to establish condition and alignments.
- Targeted trial pits to establish extent of underground constraints.
- Consultation with relevant local authority departments and external stakeholders on potential use of adjacent areas of site to maximise SuDS benefits.

The detailed design of the SuDS features will include cross-sections, long-sections and commentary that demonstrates all proposed SuDS measures have been designed in accordance with the relevant industry standards and the recommendations of The SuDS Manual (CIRIA C753).

Suitable maintenance programmes will also need to be established to maximise the benefit and ensure the longevity of the scheme. Any agreed maintenance schedule for green infrastructure should include the following:

- Regular removal of debris
- Regular inspections of pipework and sediment forebays

Repairing of any erosional damage or re-planting when deemed necessary.

5.5.4 Flooding

Sections of the scheme along the low-lying areas of the route are subject to coastal flooding and are in flood zones A and B. These sections include Sandycove, Dun Laoghaire Harbour and Marine Parade. As per Section 5.28 of the Guidelines for Planning Authorities on Flooding, schemes such as this one which are unlikely to raise significant additional flooding issues are permitted to proceed within flood risk zones. The

Furthermore, two sections of the scheme are in areas of flood risk concern: Pluvial – Foul. These sections are the junction between Old Dunleary Road and Cumberland Street, and the junction between Link Road and Newtownsmith. The total prevention of flooding in these locations is beyond the scope of this project and would require separate flooding studies. Potential mitigation measures will be investigated during the detailed design stage, however the total prevention of flooding in these locations is likely to be beyond the scope of this project and would require separate flooding studies.

5.6 AA Screening

Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

An Article 6(3) Screening for Appropriate Assessment of proposed scheme has been prepared by MKO, which concluded,

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

As a result, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed development."

5.7 EIA Screening

Barry Transportation has undertaken an EIA Screening Report to inform the proposed scheme. The purpose of the EIA Screening Report was to determine whether the preparation of EIAR is required for the proposed scheme.

The assessment identifies that the proposed scheme does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

A sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended) in order to determine whether or not the proposed development would be likely to have significant effects on the environment.

The likely impacts that will arise from the proposed scheme in the absence of appropriate mitigation measures have been evaluated in-line with relevant guidance and regulatory frameworks described above.

It is recognised that during the construction phase of the Proposed Development there may be temporary and transient negative impacts although not significant.

However, the Contractor shall comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the proposed scheme during the construction phase. If the recommended mitigation measures are adhered to, the proposed scheme will not result in any significant effect on any of the headings investigated as part of the sub-thresholds assessment for the Proposed Development.

The following mitigation measures shall be implemented during the construction phase of the proposed scheme.

- To ensure minimum disruption to Dún Laoghaire's existing underground services, it is recommended excavation be kept to a minimum.
- Construction material shall be sourced locally from licensed suppliers, where possible.
- Relevant best practice guidance documents, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHO's) 'Community Noise Guidelines' (Berglund et al., 2003), should be implemented during the construction phase and working hours onsite should be limited to prevent noise becoming a nuisance. Other best practice pollution prevention measures include

CIRIA 'Guideline Document C532 Control of Water Pollution from Construction Sites' and 'C648 Control of Water Pollution from Linear Construction Projects'.

- A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.
- Despite the ground disturbance caused by the previous development of the road, the National Monuments Service may require that an archaeological watching brief be carried out (involving archaeological monitoring and recording) alongside groundworks within the Zones of Notification by a suitably qualified and licensed Archaeological contractor. Relevant licenses should be acquired from the DoCHG/NMS and the National Museum of Ireland (NMI) for all archaeological works. Any archaeological mitigation must be agreed in consultation with the National Monuments Service and Dún Laoghaire-Rathdown County Council; and
- Close correspondence should be maintained between local utility providers in case of an instance where a diversion of utilities arises owing to the works during the construction phase.
- A Construction Environmental Management Plan, Waste Management Plan and Construction Traffic Management Plan should be prepared for the Proposed Development by the Contractor prior to construction.

CONSULTATIONS AND ALTERNATIVES CONSIDERED

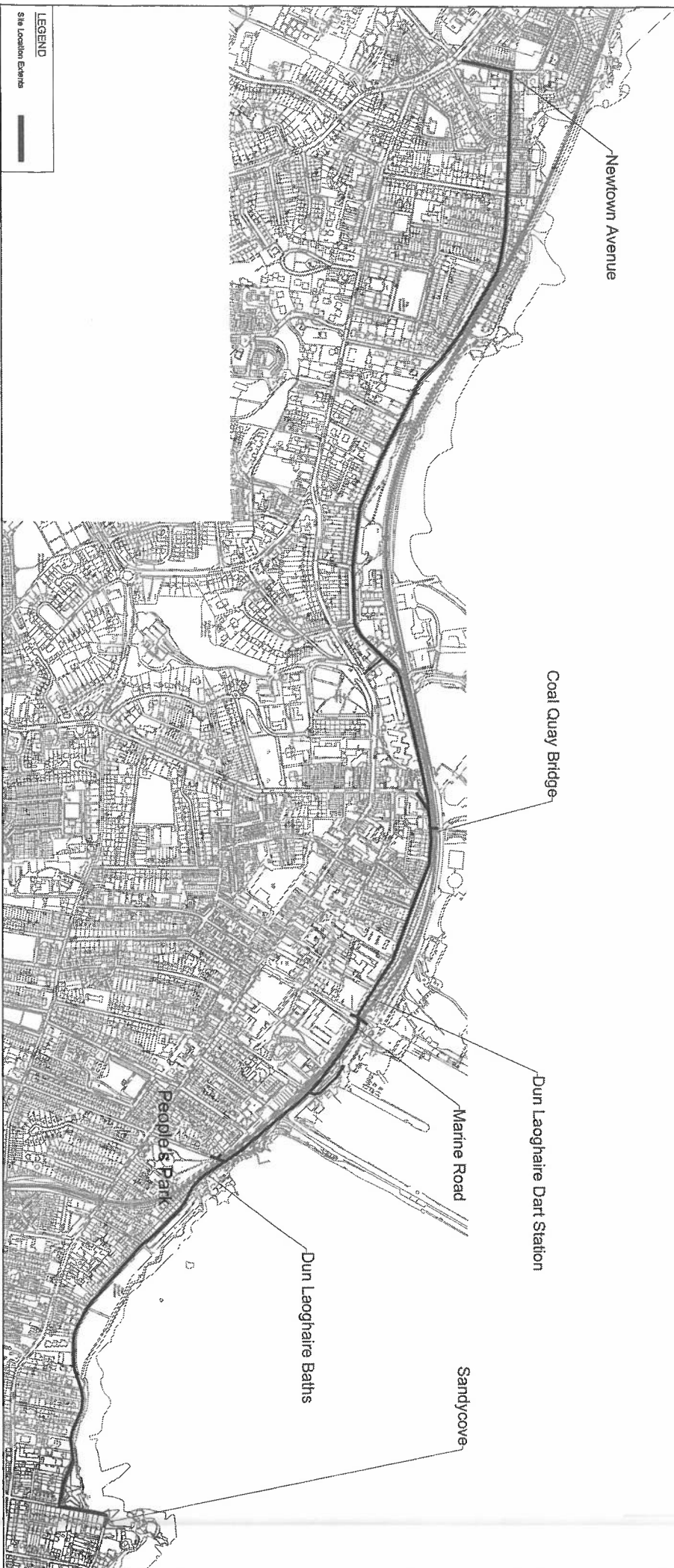
6.1 Consultations

SECTION 6: Consultation has been undertaken with the various departments in DLRCC to obtain feedback on the draft Scheme. Minor comments were received which will be taken on board during the detailed design stage.

The recommendations from the TUD Transportation and Economic studies on the current temporary cycle track have also been considered when developing the scheme.

6.2 Alternatives Considered

Barry's Transportation have prepared an Options Report which presents the alternatives options considered to inform the identification of a preferred option. The area was split into five sub-sections and several options were developed for each section. Multi Criteria Analysis (MCA) was undertaken for each section of the scheme, with a preferred option identified and taken forward through Preliminary Design. Through this process, the preferred route was identified as is set out in the scheme drawings.



LEGEND

Site Location Examples



Comhairle Contae County Council



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Ireland
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Living Streets: Coastal Mobility Route

EIA Screening report



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SECTION 1: INTRODUCTION

Barry Transportation (BT) has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) for the Living Streets– Coastal Mobility Route. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive¹. This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the proposed Living Streets – Coastal Mobility Route should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the scheme.

The document sets out the methodology employed to complete the screening exercise and sufficient information to enable the relevant authorities, DLRCC, to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

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

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

SECTION 2: DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Context

The site of the proposed works is located in Dun Laoghaire, Co. Dublin. The proposed works commence at Seapoint Avenue Junction and continues to Sandycove forty-foot swimming area. The total works length is 4.5km of roads, 3.6km of which is segregated for cyclists. To the east of the proposed works is South Dublin Bay. To the north of the proposed works is Dublin Bay and Dun Laoghaire Harbour. To the west, and south are existing roads, railway lines and residential/ public buildings. The site is accessed via the N31. Refer to Figure 2. 1 and Figure 2. 2 for location and extents of the proposed scheme respectively.

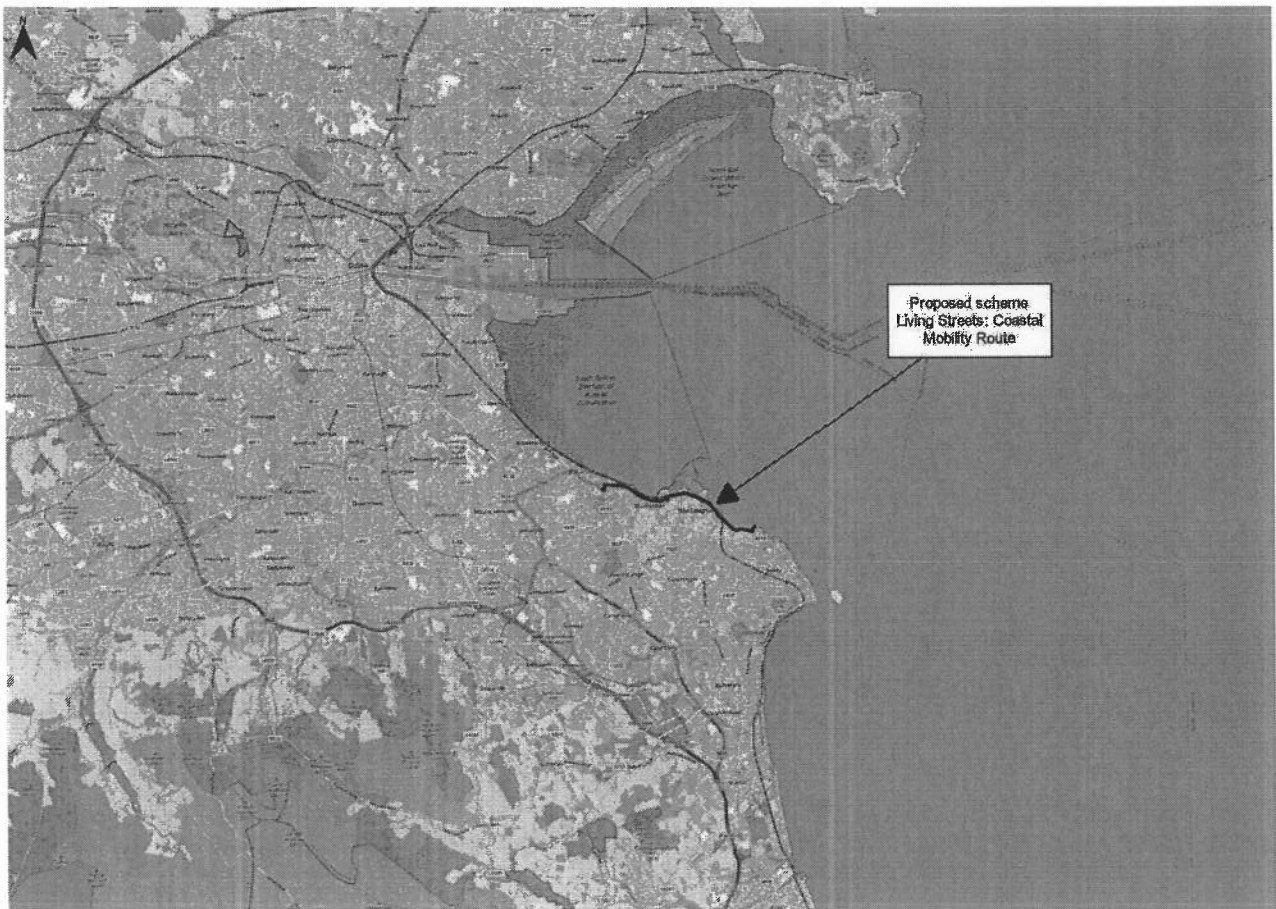


Figure 2. 1: Location of the proposed scheme (Base map Source: Open Street Map)

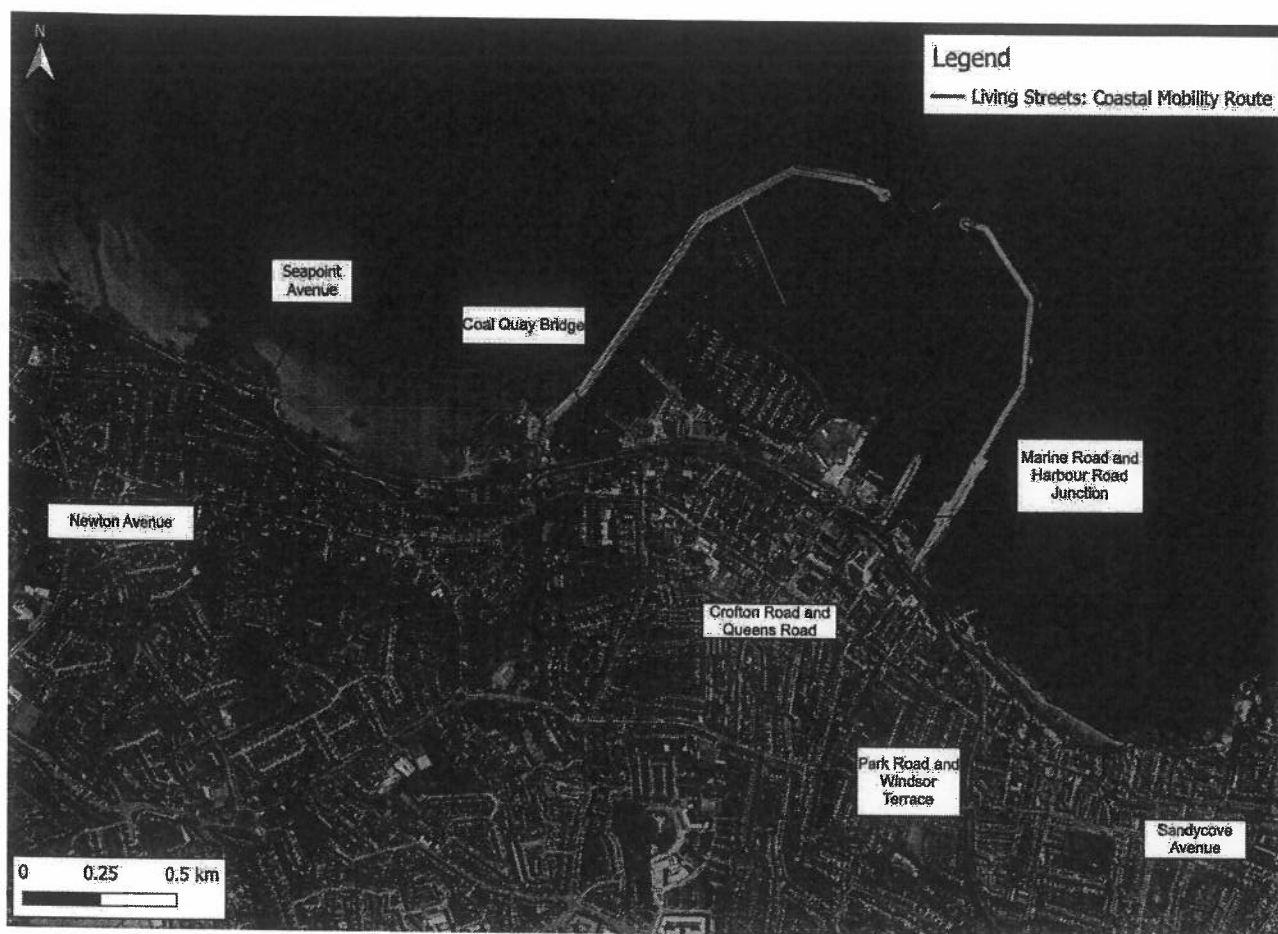


Figure 2. 2: Scheme Extents (Base map Source: Bing Virtual)

The following roads are included in the proposed scheme, Coastal Mobility Route:

Newtown Avenue

At present there is a two-way street linking Temple Road to Seapoint Avenue. The current layout has a footpath on either side of the road, a single traffic lane travelling north and two lanes travelling south, and parking on a section on the western side of the road as well as a bus stop. There are no cycle lanes provided.

Seapoint Avenue

At present there is a two-way segregated cycle track between Newtown Avenue and Crofton Road, with a one-way carriageway westbound except for approximately 200m between Clearwater Cove and Cumberland Street where the carriageway is two ways. There is also some parking along some stretches of this section.

Crofton Road and Queens Road

At present there is a two-way street linking the Old Dunleary Road to Crofton Road. The current layout has a footpath on either side of the road, one traffic lane eastbound and one traffic lane westbound for the majority of the roads. There is on-street car parking along the northern footpath, an EV charge points, and some bus stops adjacent to the Dart station.

The Queens Road consists of a two-way street that runs for roughly 100 meters from Crofton Road/Marine Road junction. The current layout has a footpath on either side of the road, one traffic lane south-eastbound and one traffic

lane north-westbound. This section of the road links into a westbound one-way street linking the beginning of Queen's Road to the People's Park.

Coal Quay Bridge

In the existing scenario this section of the scheme can be viewed as two different parts: Coal Quay Bridge and the junction between Clarence Street and the Old Dunleary Road.

Coal Quay Bridge is two-way, with one shared cycle and vehicle lane northbound and two shared cycle and vehicle lanes southbound. There are footpaths either side of the bridge and a pedestrian crossing on the southern side of the bridge. The CMR currently crosses Coal Quay Bridge and extends down Dún Laoghaire harbour, although no segregated cycle facilities are provided, and many cyclists choose to continue down Crofton Road instead. This bridge is one of two key access points to Dún Laoghaire harbour.

The Clarence Street and Old Dunleary Road intersection consists of a two-way street linking Old Dunleary Road and Crofton Road, a road linking Clarence Street to Crofton Road, with no possibility to turn left from Clarence Street on to the Old Dunleary Road, and a left turn connecting Crofton Road to Clarence Street. There is a footpath on either side of the road, two pedestrian crossings, one through Clarence Street and one through the Old Dunleary Road.

Marine Road and Harbour Junction

The existing scenario at the Marine Road and Harbour Road junction consists of large corner radii, wide traffic lanes and limited cycle priorities through the junction. This junction is one of two key access points to Dun Laoghaire harbour. There are footpaths on either side of every road leading into the junction and advanced stop lines for cyclists on all sections of the junction except the entrance to the harbour. The existing layout does not include any cycle facilities. All the roads have two lanes leading into the junction and one lane leading out of the junction.

Park Road and Windsor Terrace

At present, the intersection between Park Road and Windsor Terrace, adjacent to the People's Park, as well as Windsor Terrace. In the existing scenario, Park Road is a northbound one-way street with on-street parking along the western footpath. The options for vehicles are a left turn down Marine Terrace which is also a one-way street, a left turn slightly further north down Queen's Road, which is a two-way road, and finally a right turn down Windsor Terrace, which is a one-way street with one single lane. The area between Marine Terrace and Queen's Road is pedestrianised. The area outside the People's Park entrance is also pedestrianised creating a large public realm area.

Windsor Terrace is, in the existing layout, a one-way eastbound street with a two-way cycle path along the northern footpath and footpaths on either side of the road. There is, on the northern side of the road and footpath, a carpark which enters and exits onto Windsor Terrace.

Sandycove Avenue

In the existing scenario the Sandycove Avenue consists of a one-way street allowing traffic to travel in a northern direction, linking Otranto Place to the bathing area around Sandycove Beach. The current layout has a footpath on either side of the road, a single traffic lane and a contra-flow cycle-path. The northern part of this section of the scheme has one casual trading zone and two disabled spaces. Both disabled spaces and the casual trading zone are located on a shared space between pedestrians and vehicles adjacent to Sandycove Beach.

2.2 Policy Context

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section

provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 2. 1: Overview of the policy context

Policy Level	Policy
European	<ul style="list-style-type: none"> European Green Deal RISM Directive
National	<ul style="list-style-type: none"> Project Ireland: National Development Plan 2021-2030 Project Ireland: National Planning Framework 2040 Climate Action Plan 2023 National Investment Framework for Transport in Ireland (NIFTI) Road Safety Authority (RSA), Road Safety Strategy 2021-2030 National Cycle Policy Framework (NCPF) Smarter Travel: A Sustainable Transport Future 2009-2020
Regional	<ul style="list-style-type: none"> Greater Dublin Area (GDA) Cycle Network Plan 2013 Greater Dublin Area (GDA) Transport Strategy 2022-2042 GDA Cycle Network Plan 2021 Regional Spatial and Economic Strategy 2019-2031 (RSES)
Local	<ul style="list-style-type: none"> Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 Dún Laoghaire-Rathdown Cycling Policy Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024 Blackrock Local Area Plan 2015-2025

A Summary of the applicable policy in relation to the proposed scheme is detailed above in Table 2. 1 with further detail provided in Policy Context section of the CMR Options Assessment Report.

2.3 Overview of the Proposed Scheme

The proposed scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in the Dún Laoghaire area.

The principal objectives of the scheme are:

- To provide high quality and safe cycle facilities
- To improve existing facilities for cyclists
- To increase outdoor space for pedestrians in villages
- To render these spaces comfortable and safe
- To enhance the public realm

Modern design standards will be applied to sections of car dominated urban carriageways, upgraded junction designs, measures to reduce vehicle speeds and new permeability links into adjacent roads and estates will all play a role in decreasing reliance on private vehicles for short journeys while increasing the use of walking and cycling for a wide range of users as well as supporting economic development in villages and urban centres. This will create an appealing environment promoting a modal shift to more sustainable modes of transport.

The proposed scheme will comprise of the following works:

Newtown Avenue

The proposed scheme introduces a two-way cycle-path running along Newtown Avenue, on the western side of the road adjacent to the footpath and the park. The proposed scheme creates added public realm space as well as extra

pedestrian space. This additional space and the new cycling facilities come at the expense of one of the traffic lanes. The proposed scheme also creates two new on-street parking space.

Crofton Road and Queens Road

The proposed scheme provides a segregated two-way cycle track on the northern side of Crofton Road, providing a high level of service for cyclists by completing the missing section of the CMR with a safe, direct, and attractive route.

Coal Quay Bridge

The proposed scheme tightens the T-junction at Coal Quay Bridge, allowing for wider footpaths, and provides a segregated northbound cycle link with the harbour as well as a southbound cycle link, providing a high level of service for cyclists.

Marine Road and Harbour Road Junction

The proposed scheme introduces a left turn from Crofton Road into the harbour, offering the highest level of service for cyclists through a more efficient signal phasing.

Park Road and Windsor Terrace

The proposed scheme closes the road to improve public realm, providing the highest level of safety for pedestrians, while also creating a new high quality amenity space along the seafront linking to the Dún Laoghaire baths.

Sandycove Avenue

The proposed scheme introduces a two-way cycle path, but the cycle-path ends earlier, increasing the possibility for public realm space. The current green area adjacent to the beach presents an opportunity to enhance the public realm space whether it be improved green space or paved area.

A detailed description of the proposed scheme is provided in Section 5.1 of this report. Full details of the proposed scheme can be seen in the layout drawings which is included as an Appendix 2: CMR Design.

SECTION 3: LEGISLATIVE CONTEXT

3.1 Introduction

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

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. The requirement for screening of sub-threshold developments is outlined in this section.

3.2 EIA Directive

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

“Environmental impact assessment means a process consisting of:

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

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

For road schemes in Ireland, the list of projects is set out in the Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Section 3.4 and 3.5. Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the proposed works.

3.3 National Legislative Framework for EIA

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

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

- (a) the proposed development would be of a class specified in—*
 - (i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—*
 - (I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
 - (II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
 - or*
 - (ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either—*
 - (I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
 - (II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
 - or*
 - (b)(i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and*
 - (ii) it is concluded, determined or decided, as the case may be, —*
 - (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
 - (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*
 - (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,*
 - (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,*
 - (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or*
 - (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,*

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

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

Projects requiring Environmental Impact Assessment are transposed from the EIA Directive into Irish Legislation through Section 172 of the Act. An initial determination is to be undertaken to examine whether the proposal is a

project as understood by this transposition of the directive. If a proposed project is not of a type covered, there is no statutory requirement for it to be subject to Environmental Impact Assessment. In determining if the proposed project is of a 'type' it is also necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

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

3.4 Mandatory EIA

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

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

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

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

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

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

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

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

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

The proposed development does not have similar characteristics to any of these types of projects.

The High Court judgement in the case of *Carvill & Flynn vs Dublin City Council & Ors.* [2021] IEHC 544 provides a broad interpretation of the 'urban development' project type. The development in the case was a cycleway. The judgement considered it to fall into the 'Urban Development' project type since the development involved works that comes within the nature of building or construction. Consequently, it did not make any reference to the Commission Guidance.

The subject development is in an urban area, where the 10ha threshold would apply, that is 'Other parts of a built-up area'. The overall length of the proposed scheme is 4.5km and the overall proposed scheme area is approx. 7.3ha which is equivalent of 70% of this threshold.

Some buildings in Dún Laoghaire along the Old Dunleary Rd, Crofton Rd, Harbour Rd and Queens Rd are in mixed uses with a predominance of commercial use. These parts of the proposed scheme route could be considered as 'Business Districts' where the 2ha threshold would apply. The combined length of these sections of the route is approx. 1.1km which is approximately 15% of the overall proposed scheme length. The equivalent portion of the scheme's area would be approximately 1.1ha (7.3ha x 15%).

In consideration of the *Carvill & Flynn* judgement, the proposed scheme falls into the 'Urban Development' project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 7.3ha with approx. 1.1 ha considered to fall in business district threshold type, it falls significantly below the scale threshold and is not subject to mandatory EIA.

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

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

Table 3. 1: Summary of Legislative Requirements for EIA Screening

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

	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.		S. 50(1)(b) of the Roads Act, 1993 (as amended)
(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.		S. 50(1)(c) of the Roads Act, 1993 (as amended)
7) Where a proposed development (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d) of the Roads Act, 1993 (as amended) as amended by the European Union (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), reg. 56(7)(a) and reg. 56(7)(b)
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)	
	vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.	
If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).		

The proposed scheme is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in Table 3. 1 above.

Therefore, EIA is not mandatory for the proposed scheme. The requirement for “sub-threshold” EIA is addressed below.

3.5 EIA Screening Criteria for Sub-Threshold Development

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

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

1. “A description of the proposed development, including in particular—

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

The information required by the Schedule 7A has been set out above, as well as the assessment of the criteria for Schedule 7 below.

It is noted that the information set out in Schedule 7A of the Planning and Development Regulations 2001, as amended, is derived from Annex III of the EIA Directive and thus, the information requirements largely align.

Section 50(1)(e) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

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

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

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

Annex III includes:

"1. Characteristics of projects

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

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

2. Location of Projects

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

- (a) the existing and approved land use;
- (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- (c) the absorption capacity of the natural environment, paying particular attention to the following areas:
 - (i) wetlands, riparian areas, river mouths;
 - (ii) coastal zones and the marine environment;
 - (iii) mountain and forest areas;
 - (iv) nature reserves and parks;
 - (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
 - (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
 - (vii) densely populated areas;
 - (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

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

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

3.6 Guidance

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

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).

- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended); and
- Roads Act 1993 (as amended).

OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

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

Step 1. Understanding the Proposal

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

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

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

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

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

Step 2. Preliminary Examination

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

Following the Preliminary Examination, it must be concluded:

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

Step 3. EIA Screening Determination

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

SECTION 4: EIA SCREENING METHODOLOGY

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

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

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

4.1 Step 1. Understanding the Proposal

Is the proposal a ‘project’ within the meaning of the EIA Directive?

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

As outlined in Section 2.1, the proposed scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. Thus, the proposed development is considered to constitute a ‘project’ under the meaning of the EIA Directive. The EIA Directive does apply to the proposed development.

Is the project a ‘sub-threshold development’?

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

Planning and Development Regulations 2001, as amended

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

Schedule 5 Part 1

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

Schedule 5 Part 2

Part 2(15) of the Regulations states that,

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

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

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

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

If taking account of the Carvill & Flynn judgement, the proposed scheme falls into the ‘Urban Development’ project type (type 10(b)(iv)). The total area of the proposed scheme measures approx. 7.3ha with approx. 1.1 ha considered to fall in business district threshold type, it falls significantly below the scale threshold and is not subject to mandatory EIA.

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

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

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

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

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

4.2 Step 2. Preliminary Examination

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

Table 4. 1 Preliminary Examination

Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.		
	Comment:	Yes/No/ Uncertain:
Nature of the development: <i>Is the nature of the proposed development exceptional in the context of the existing environment?</i> <i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i>	The nature of the development is not exceptional in the context of the existing environment. The proposed scheme provides for works within the existing roads. The proposed scheme aims to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire.	No

	Given the size and small nature of works of the proposed development, significant waste, emissions of pollutants are not expected to arise as a result of the works.	
<p>Size of the development:</p> <p>Is the size of the proposed development exceptional in the context of the existing environment?</p> <p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c. 4.5km length.</p> <p>There are no significant negative cumulative effects given the scale and distance of the scheme from the projects listed in Section 5.2.</p>	No
<p>Location:</p> <p>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?²</p> <p>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</p>	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 30m north of the proposed scheme.</p> <p>The Brewery Stream flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted beneath the proposed scheme. The Stream also crosses culverted beneath the Temple Road which is located approx. 200m west of the proposed scheme.</p> <p>There are 4 no. Sites and Monuments Record (SMR) adjacent to the proposed scheme extent. There are no National Inventory of Architectural Heritage (NIAH) sites in or adjacent to the proposed scheme. There are number of Protected Structures located along the scheme route. The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafront Candidate Architectural Conservation Area (cACA).</p> <p>There are two industrial heritage structures located adjacent along the scheme routes. Letter Box (Site Number 967) at Seapoint Avenue at junction with Seaford Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown.</p>	<p>Uncertain</p> <p>Uncertain</p> <p>Uncertain</p>

Table 4. 2 Conclusion of Preliminary Examination

² Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

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

As noted in

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

Thus, full EIA Screening is warranted.

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

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

4.3 Step 3. Formal Screening Determination

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

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

SECTION 5: CHARACTERISTICS OF PROJECT

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section discusses the existing environment of the Proposed Scheme including sites of major concern.

5.1 The size and design of the whole project

This scheme aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces in the study site. This will be achieved by providing high quality and safe cycle facilities and improving existing facilities for cyclists, as well as increasing outdoor space for pedestrians in villages and rendering these spaces comfortable and safe.

The Living Streets: Coastal Mobility Route in Dun Laoghaire is a transportation project aiming to improve mobility and connectivity along the coast. In 2020 DLRCC implemented a temporary one-way traffic system from Blackrock to Sandycove and reallocated the surplus road space to a two-way segregated cycle track. The route runs along the coast road for 3.6km with segregated cycle facilities, and 4.5km in total from Seapoint to Sandycove via Dún Laoghaire. There is a portion of the route from Old Dunleary Road/Coal Quay Bridge through Harbour Road to Queen's Road in Dún Laoghaire that is shared with vehicular traffic and not segregated.

The proposed works will further improve this temporary route and make it permanent. The works consist of the following:

- Introduction of a new 850m long section of segregated two-way cycle track on Crofton Road and Queen St to connect the existing segregated facilities from Coal Quay Bridge to East Pier, and introduction of a new 130m long section of two-way cycle track on Newtown Ave. Together this will create a continuous segregated two-way cycle route for the entire 4.5 km route.
- Junction improvement works at Coal Quay Bridge, Crofton Road/Marine Road and Cumberland St junctions.
- Pedestrian improvements including junction tightening and raised crossings at 13 minor junctions along the route.
- Areas of new low-level planting and tree planting, including incorporating SUDs measures such as rain gardens where possible.
- Development of a parklet along the coast on Marine Parade, including in ground planting and new seating areas. Also includes hard landscaping works on Sandycove Avenue West/Sandycove Point.
- New granite kerbs to replace the temporary bolt down kerbs that provide the segregation between cyclists and motorists.
- Decommissioning of some existing road gullies which no longer align with new kerbs. New road gullies and connections are required only where the alignment has been altered.
- Some of the existing footpaths will be broken out and replaced.
- Changes in direction of traffic on Windsor Terrace.

5.1.1 Cycle Track and Cycle Lane Construction Details

The proposed section of new two-way cycle track will be constructed in accordance with the National Cycle Manual. For the section along Crofton Road the levels will be raised and a "no dig" approach used to avoid impacting on the roots of trees. Along the majority of the already segregated section, it is only proposed to change the temporary kerbs to a permanent one, with no other works proposed.

5.1.2 Alterations to current drainage systems

The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned only where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design, new area of planting that act as rain gardens will be included along the route where feasible.

5.1.3 Demolition works required to existing road and footpaths.

Where junction improvements are being proposed the existing wearing course on the road surface will need to be removed and replaced. In places where existing road space is being reallocated to landscaping or planting the road will need to be excavated to a min depth of 400mm to provide sufficient soil depth. Some of the existing footpaths will need to be broken out to facilitate the scheme.

5.1.4 Management of Trees and Grassland

All existing trees along the route will be retained and there will be new ones planted. Areas of new low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. At detailed design stage a tree protection plan will be developed in collaboration with a suitable qualified arborist to ensure that the trees are not negatively impacted by the works. This will likely involve a no dig construction methodology and inclusion of aeration pipes to feed air to the roots.

5.1.5 Traffic

As part of the scheme the direction of traffic along Windsor Terrace will be reversed, this change is likely to increase the volume of traffic travelling northbound along the seafront. This is being done to reduce delays for busses at the nearby Park Road/George's St Lower junction. While the level of traffic will increase compared to the existing scenario it will still be significantly less than the levels experienced before the introduction of the temporary one-way system. The route will be traffic calmed to ensure vehicle speeds remain low.

Refer to Appendix 2: CMR Design for the layout and design of the proposed scheme.

5.2 Cumulation with other existing and/or approved projects

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

- Dún Laoghaire-Rathdown County Council
<https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=af21eeb123224c4c877f410139ed1e69>
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities
<https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR

<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

The planning applications relevant to the Scheme are listed below.

- Living Street Dún Laoghaire: this is a transportation project that aims to provide safer and more attractive infrastructure for active travel and enhance the public realm to provide for better quality of life in public spaces on George's Street Upper and Lower.
- BusConnects Network Redesign: The National Transport Authority published the new Dublin Area Bus Network in September 2020. The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021. The NTA has decided to introduce the new network on a phased basis. The implementation will take place over a number of years commencing in 2021 with 11 phases and will be subject to Government funding.
- ABP-313509-22: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme which has an overall length of approximately 8.3km including roadworks to facilitate bus, cycling and urban realm improvements along with any associated ancillary/accommodation works for the scheme. This case is due to be decided.
- Greater Dublin Area Cycle Network Plan: In 2013 the Greater Dublin Area (GDA) Cycle Network Plan was published. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and local authorities within the GDA to enhance understanding as to the bicycle facilities currently available, identify gaps in connections and infrastructure, assess the state of existing facilities and where improvement measures will be most advantageous to the public. The updated GDA Cycle Network Plan was published in November 2021 as part of the 'Supporting Documents' for the public consultation on the Greater Dublin Area Transport Strategy 2022-2024. In the plan, CMR has been identified as a primary route and greenway as part of this plan. Each district centre has its cycle network enhanced in the vicinity as well as outward connections.
- ABP-31232521: Permission for a Strategic Housing Development consisting of a new residential and mixed use scheme of 493 residential units and associated residential amenities, a childcare facility and café in the form of (a) a combination of new apartment buildings (b) the subdivision, conversion and re-use of 'St. Teresa's House' (Block H); and (c) the dismantling, relocation and change of use from residential to café of 'St. Teresa's Lodge' (Block G) within the site development area. A detailed development description is now set out as follows: The proposal provides for the demolition (total c. 207 sq.m. GFA) of (a) a single storey return (approx. 20 sq.m.) along the boundary with The Alzheimer's Society of Ireland; (b) the ground floor switch room (approx. 24.9sq.m.), (c) ground floor structures northwest of St. Teresa's House (26.8sq.m), (d) basement boiler room northwest of St. Teresa's House (17.0 sq.m), (e) ground floor structures northeast of St. Teresa's house (22.0sq.m.) (f) basement stores northeast of St. Teresa's house (67.8 sq.m.) and (g) a non - original ground floor rear extension (approx. 28.5 sq.m.) associated with the Gate Lodge. The new development will provide for the construction of a new mixed-use scheme of 487 no. apartment units in the form of 11 no. new residential development blocks. Each new residential unit has associated private open space in the form of a terrace / balcony. The development also provides for Block H, which relates to the subdivision and conversion of 'St. Teresa's House' (3 storeys) into 6 no. apartments including the demolition of non-original additions and partitions. It is also proposed to dismantle and relocate 'St. Teresa's Lodge' from its current location to a new location, 180 m southwest within the development adjacent to Rockfield Park. St. Teresa's Lodge (Block G) will be deconstructed in its original location and reconstructed in a new. The current proposal seeks a new extension of this building (approx. 26.8 sq.m.) and a change of use from residential to café use to deliver a Part M compliant single storey building of approx. 67.4 sq.m. Total Open space (approx.

15,099.7 sq.m.) is. Basement areas are proposed below Blocks A1, B1 to B4 and D1 (c. 7,295 sq.m. GFA). A total of 252 residential car parking spaces 1056 bicycle spaces ; and 20 motorcycle spaces at basement level are proposed. 8 no. car spaces for creche use are proposed at surface level. The proposal also provides for Bin Storage areas, Bike Storage areas, ESB substations and switch rooms with a combined floor area of 356.2 sq.m. at surface level. The development also comprises works to the existing entrance to St. Teresa's; the adjoining property at 'Carmond'; and residential development at St. Vincent's Park from Temple Hill (N31/R113). Works include the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and improved and safer access/egress for vehicular traffic to/from the property at 'Carmond' and the adjoining residential development at St Vincent's Park. Emergency vehicular access and pedestrian/cyclist access is also proposed via a secondary long established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including tree protection; green roofs; boundary treatment; internal roads and footpaths; and electrical services including solar panels at roof level above Blocks A1, B1 - B4, C1-C3, D1, E1, E2.

- D17A/0137: Permission for the demolition of the garage buildings on site and the construction of a residential development of 2-4 storeys in height over 3 blocks. Overall, the residential scheme shall provide for 51 no. residential units; 42 no. apartment units and 9 no. houses. Basement level shall provide for 67 no. car parking spaces; 50 no. bicycle spaces; 3 no. motorcycle spaces; plant areas; CHP boiler room; bin storage area; bin hoist and surface water attenuation tank. The development proposal shall also provide for c.1925 sq.m. of communal open space including play area; basement ramp adjacent to vehicular access off Newtown Avenue to north; new pedestrian accesses off Newtown Avenue to north/east; 4 no. visitor car parking spaces and 22 no. bicycle parking spaces at grade; bin holding area; ESB substation and metering rooms; amendments to existing western and southern site boundary walls; closing up of an existing vehicular entrance to the south-east off Newtown Avenue and all other site development works and site services required to facilitate the proposed development. The application received grant permission in April 2017.
- D15A/0036/E: Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme comprising 10 no. 4-bedroom 2 plus dormer storey house, 2 no. 5-bedroom 2 plus dormer storey houses as well as 6 no. 1-bedroom apartments, 26 no. 2-bedroom apartments and 4 no. 3-bed apartments in two three-storey blocks. The gross total floor area of the residential units is 6097 sq.m. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. A total of 81 car parking spaces at basement and surface level will be provided as well as an electricity sub-station, bicycle parking spaces, open space, landscaping, boundary treatment works, site development works and other ancillary works. The proposed development is situated within the curtilage of Protected Structures. The application received its grant extension in June 2021.
- ABP-308946: Demolition of a single storey shed, construction of 140 no. apartments and associated site works. The application was granted permission with conditions in April 2021.
- ABP-308877: 101 no. apartments and associated site works. The application was granted permission with conditions in April 2021.

Refer to section 7.16 for the assessment of cumulative effects.

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

The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.

The proposed scheme works will include replacement of the temporary bolt down kerbs with new granite kerbs, and excavation and replacement of some of the existing footpaths. The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned where they are no longer aligned with kerbs. New gullies and connections will be required in areas where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design new area of planting that act as rain gardens will be included along the route.

All existing trees along the route will be retained with no. 38 new trees planted. Further detail on m New low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. Development works at the parklet includes hard landscaping, in ground planting and creation of new seating areas.

The production of waste

The scheme will not require any significant earthworks or excavation along the proposed scheme road extents. Minor quantities of waste will be generated from the topsoil stripping during the laying down of footpaths and cycle lanes and installing of new gullies. The proposed arrangement will follow the existing road alignment for majority of the route.

There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials. The quantities of C&D waste are again, not expected to be significant and will be removed from site and recycled (subbase road materials) or disposed of in a suitably licenced facility (i.e., the existing wearing course to be planed off).

5.4 Pollution and nuisances

There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

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

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

While effects will be localised to the site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report.

All European Sites that could potentially be affected were identified using a source-pathway-receptor model.

All Protected Sites within 15km of the proposed scheme shown in Figure 5. 1 and are listed in tables (Table 5. 1, Table 5. 2, Table 5. 3) below.

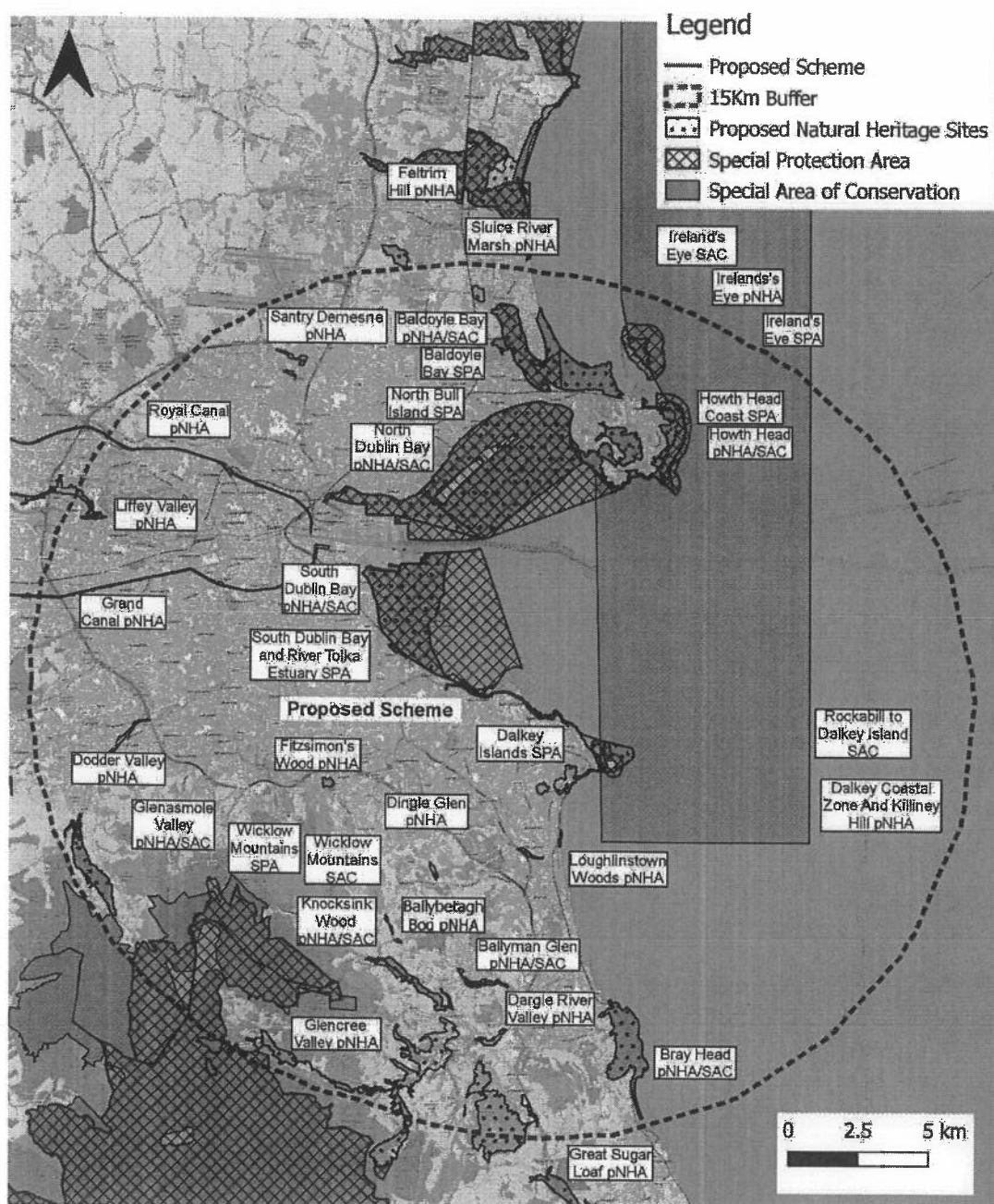


Figure 5. 1: NPWS Protected Sites within 15km of the proposed scheme (Source: NPWS online mapping)

Table 5. 1 Special Areas of Conservation (SPA) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
004024	South Dublin Bay and River Tolka Estuary SPA	30m
004172	Dalkey Islands SPA	1.6km
004006	North Bull Island SPA	5km
004113	Howth Head Coast SPA	9km
004016	Baldoyle Bay SPA	11km
004040	Wicklow Mountains SPA	11km
004117	Ireland's Eye SPA	12km

Table 5. 2 Special Protection Areas (SAC) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000210	South Dublin Bay SAC	30m
003000	Rockabill to Dalkey Island SAC	1.6km
000206	North Dublin Bay SAC	5.5km
000202	Howth Head SAC	8km
000713	Ballyman Glen SAC	9.5km
000725	Knocksink Wood SAC	9.8km
000714	Bray Head SAC	10km
000199	Baldoyle Bay SAC	10km
002122	Wicklow Mountains SAC	11km
002193	Ireland's Eye SAC	12km
001209	Glenasmole Valley SAC	14km

Table 5. 3 Proposed Natural Heritage Areas (pNHA) within 15km of proposed scheme

Site Code	Site Name	Approx. Distance from the Proposed Scheme
001206	Dalkey Coastal Zone and Killiney Hill pNHA	1.7m
000210	South Dublin Bay pNHA	33m
001211	Loughlinstown Woods pNHA	4.7km
000206	North Dublin Bay pNHA	5.5km
001753	Fitzsimon's Wood pNHA	6km
001207	Dingle Glen pNHA	6.5km
002104	Grand Canal pNHA	6.7km
002103	Royal Canal pNHA	7.2km
000202	Howth Head pNHA	8.2km

001202	Ballybetagh Bog pNHA	8.8km
000713	Ballyman Glen pNHA	10.1km
000725	Knocksink Wood pNHA	10.2km
000714	Bray Head pNHA	10.2km
000991	Dodder Valley pNHA	10.7km
001754	Dargle River Valley pNHA	11.2km
001768	Powerscourt Woodland pNHA	11.4km
000199	Baldoyle Bay pNHA	11.5km
000178	Santry Demesne pNHA	12.1km
001769	Great Sugar Loaf pNHA	12.5km
000203	Ireland's Eye pNHA	12.6km
000128	Liffey Valley pNHA	13.5km
001763	Sluice River Marsh pNHA	13.7km
001755	Glenree Valley pNHA	14.8km
001209	Glenasmole Valley pNHA	15km

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

The NBDC data search returned several records for mammals from the two 2km grid squares within which the Scheme is located. These include five records of Brown Rat *Rattus norvegicus*, thirteen records of Eastern Grey Squirrel *Sciurus carolinensis*, four records of European Otter *Lutra lutra*, three records of House Mouse *Mus musculus*, three record of Lesser Noctule *Nyctalus Leisleri*, eleven records of Red Fox *Vulpes vulpes*, five records of West European Hedgehog *Erinaceus europaeus*, one record of Wood Mouse *Apodemus sylvaticus* and two records of Pipistrelle *Pipistrellus pipistrellus sensulato*.

The NBDC data search also returned records for amber listed bird species from the two 2km grid squares. From this search it was found that 60 no. amber listed bird species were found in close proximity to the study site. The NBDC data search also returned 13 no. red list species.

There are invasive species listed under Part (1) of Third Schedule of the Habitats Regulations that were recorded from the two 2km grid squares within which the Scheme is located. These includes Butterfly-bush *Buddleja davidii*, Japanese Knotweed *Fallopia japonica*, Three-cornered Garlic *Allium triquetrum*, Traveller's-joy *Clematis vitalba*, Brown Rat *Rattus norvegicus*, Eastern Grey Squirrel *Sciurus carolinensis*, House Mouse *Mus musculus*, Wakame *Undaria pinnatifida* and Leathery Sea Squirt *Styela Clava*.

The subject area is situated within the Liffey and Dublin Bay WFD Catchment (Catchment ID 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16) as defined by the EU Water Framework Directive (2000/60/EC) and the Brewery stream_010 river sub basin (EU_CD: IE_EA_09B130400).

The river water body Brewery Stream_010 (EPA Mapping) flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted beneath the proposed scheme. The Brewery Stream_010 also flows approx. 200m west of the proposed scheme which is also culverted.

Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

The stream flows in eastern direction into Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 80m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.

The Kilcullen ground water body underlies the proposed scheme and is 'At risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Ground Waterbody WFD Status 2016-2021 was 'Good'.

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

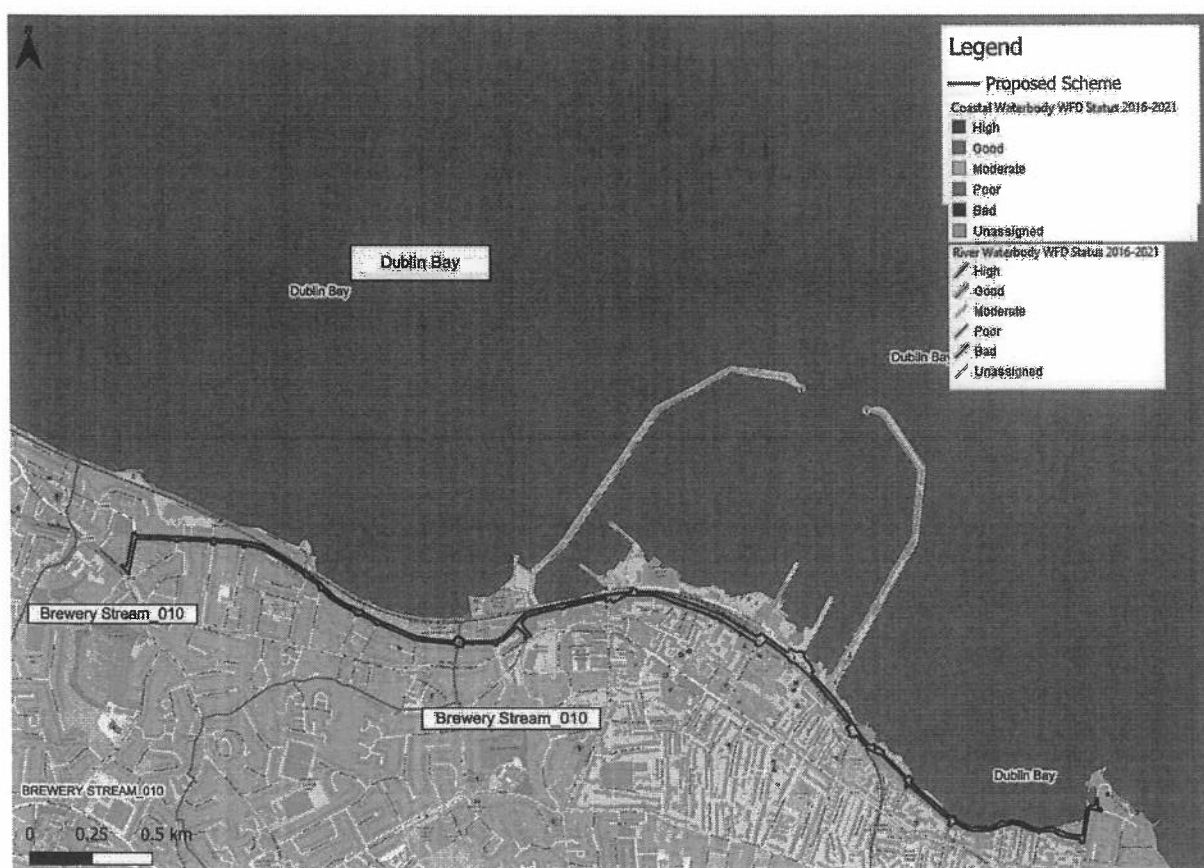


Figure 5. 2 Waterbody Status and Water Quality in vicinity of the proposed scheme (Source: EPA Mapping)

Table 5. 4 Waterbody Status and Water Quality in vicinity of the proposed scheme

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
River	Brewery Stream_010	IE_EA_09B130400	Review	Poor

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
Coastal Waterbody	Dublin Bay	IE_EA_090_0000	Not at Risk	Good
Ground Waterbody	Kilcullen	IE_EA_G_003	At Risk	Good

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

The EIA Directive introduced the requirement to assess the 'expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned'. There is currently no clear definition of the term 'major accident and / or disaster' outlined in the context of the EIA Directive. The *Major Accidents and Disasters in EIA: A Primer* published by Institute of Environmental Management and Assessment (IEMA) in 2020 includes the following definitions:

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

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

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

The proposed scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works' (OPW) website.

The record of historic flood events in the vicinity of the proposed site was extracted from the National Flood Hazard Mapping Website www.floodmaps.ie. It is observed from OPW Flood Map Report for the Area that there are records of historic flood events recorded in the surrounding area of the proposed scheme:

- ID-2004 recurring flood, at Clearwater Clove approx. 30m from the proposed scheme.
- ID-2003 recurring flood, at Brighton Vale approx. 50m from the proposed scheme.
- ID-2198 which occurred on 20th October 2002, at Crofton Road along the proposed scheme.

- ID-11325 which occurred on 16th August 2008 and 2nd July 2009, at Newtownsmith along the proposed scheme.
- ID-13617 which occurred on 2nd March 2018, at Monkstown approx. 10m from the proposed scheme.

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

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

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

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

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

The proposed scheme has the potential to impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services and positive effects on population and human health. The potential for likely significant effects on human health is discussed in Section 7.8.

SECTION 6: LOCATION OF PROJECT

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

6.1 The existing and approved land use

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within and around the proposed scheme extents as urban fabric discontinuous type along the proposed scheme. The proposed scheme works are within the existing road alignment. The subject site comprises entirely of public paths, roads, cycle paths, etc. within Dún Laoghaire –Rathdown region and that the proposed development comprises entirely the upgrading of these facilities.

The proposed scheme is lined with residential estates, commercial premises and open space with ancillary active recreational amenities. The proposed scheme is bound by Dún Laoghaire Harbour and Dún Laoghaire Bath site along the proposed route which are zoned as Objective W - to provide for waterfront development and harbour related uses.

The scheme is also bound by shopping areas in Dún Laoghaire, hospitals and Restaurants which are zoned as Zoning Objective MTC – to protect, provide for and /or improve major town centre facilities.

Refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map.

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

The proposed scheme is located mostly on a national road N31 and the rest on regional road, R831 with predominantly residential land use along the length of the scheme. Natural resources are considered to include soil, land, water and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure.

The existing storm water drainage network within the study area will be maintained. The impermeable area associated with the existing scenario will be reduced marginally when compared to the proposed scenario. As such, there is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Some existing road gullies which no longer align with new kerbs will be decommissioned. New road gullies and connections are required only where the alignment has changed. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design. New areas of planting that act as rain gardens will be included along the route.

The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, and Poor Aquifer which is generally unproductive except for local zones as shown in Figure 6. 1 and Figure 6. 2 respectively.

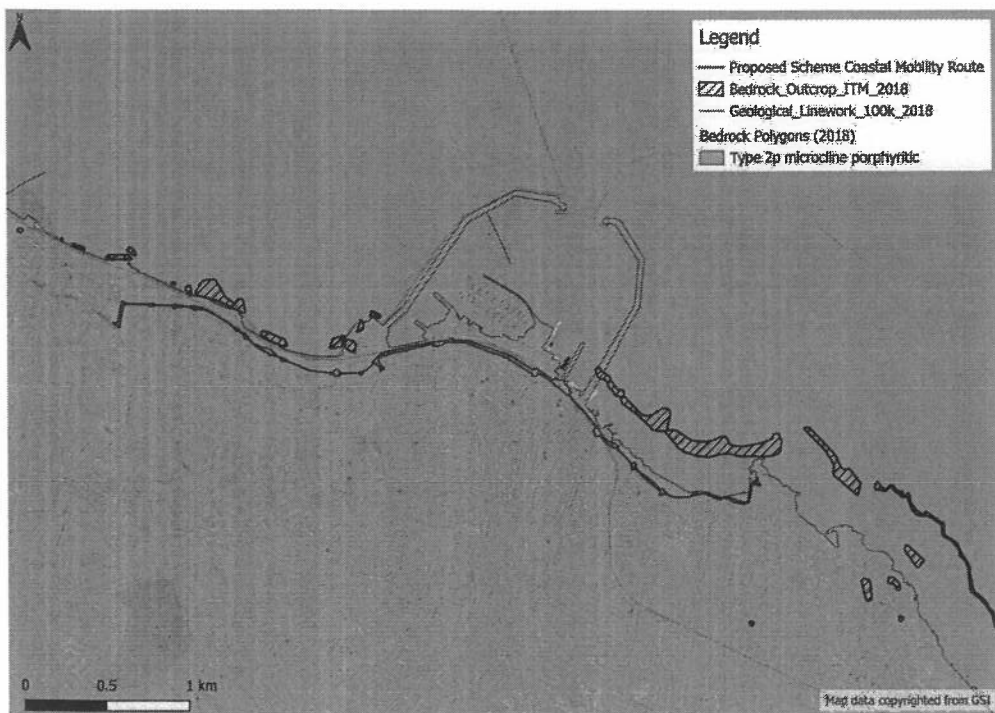


Figure 6. 1: Bedrock Geology (Map Source: Geological Survey Ireland)

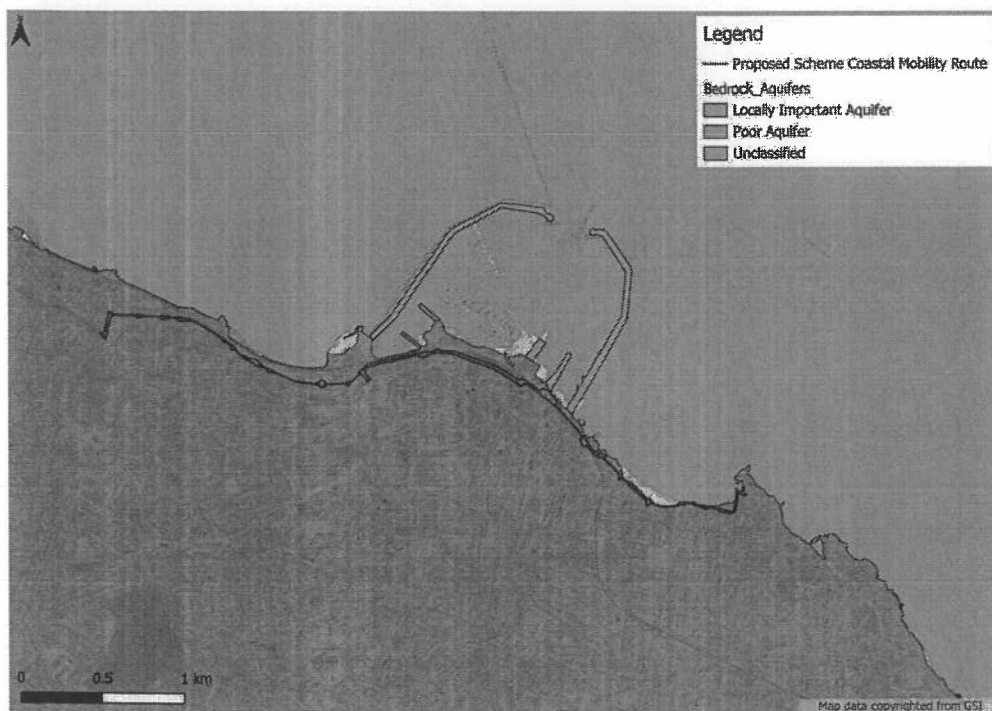


Figure 6. 2: Bedrock Aquifer (Map Source: Geological Survey Ireland)

The proposed scheme is located within an urban area on public roadways and on 'made ground' and some patches of 'bedrock at surface'. The nearest areas that are considered to be of significant value for habitats and species are listed in Table 5. 1, Table 5. 2, Table 5. 3.

The proposed scheme is in proximity of Brewery Stream 010 and Dublin Bay. Details of the status of these waterbodies is provided in Table 5. 4 which shows the Brewery Stream 010 is 'Poor' for Water Framework

Directive (WFD) status; and coastal waterbody Dublin Bay is 'Good' for Water Framework Directive (WFD) status 2016-2021. The Brewery Stream flows in a north- easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted. Dublin Bay is approx. 40m north of Blackrock District.

Habitats within the footprint of the proposed works were classified as **Buildings and Artificial Surfaces (BL3)**, and **Treeline (WL2)**.

Residential buildings, public buildings, associated tarred areas for access (roads and footpaths), car parking, and concrete walls have been classified as **Building and Artificial Surfaces (BL3)**. This was the most predominant habitat type within the proposed works areas.

A **Treeline (WL2)** dominated by Sycamore (*Acer pseudoplatanus*) is present along Queen's Road to the east of Dún Laoghaire Harbour, and along Crofton Street, to the east of the dart line in Dún Laoghaire (AA Screening report, MKO 2023).

There are no potential impacts on the quality and regenerative capacity of natural resources in the area.

In addition, there will no. 38 new trees planted. A core objective of the scheme is to create opportunities for landscaping and the planting of new trees.

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

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

Wetlands, riparian areas, and river mouths

The river water body Brewery Stream_010 runs through the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay.

The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16).

There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained or improved by integrating green infrastructure (i.e., vegetation, SUDs etc). The majority of the works for the proposed scheme are to take place on existing hardstanding areas.

Coastal zones and the marine environment

The nearest coastal waterbody is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 40m north of the scheme. However, due to the small nature and scale of the proposed works, the distance from the works to the Dublin Bay, and intervening urban area, there is no potential impact on the coastal waterbody.

Mountain and forest areas

Proposed scheme is not situated within a mountain and forest area. Therefore, none affected by the proposed scheme.

Nature and reserve parks

Proposed scheme is not situated within a nature or reserve parks. Therefore, none affected by the proposed scheme.

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

None directly affected by the proposed scheme.

The designated sites located within 15km of the proposed scheme are listed in Table 5. 1, Table 5. 2 and Table 5. 3.

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

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

The Brewery stream_010 (EU_CD: IE_EA_09B130400) is under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.

Densely populated areas

The proposed scheme is located in a densely populated area in Dún Laoghaire.

Landscapes and sites of historical, cultural, or archaeological significance

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

There are no National Inventory of Architectural Heritage (NIAH) within or in the vicinity of the proposed scheme extents. There are few Sites and Monuments Record (SMR), shown in Figure 6. 3 and described in the Table 6. 1 below.

The 'Zone of Notification' for these monuments partially extends into the proposed scheme area however the development of the subject lands will not result in any direct impact on the monument. The zone does not define the exact extent of the monuments but is intended to identify the monuments for the purpose of notification under Section 12 of the National Monuments Act (1930-2004).

It is indicated that there are two industrial heritage structures located adjacent along the proposed scheme route. A Letter Box (Site Number 967) at Seapoint Avenue at junction with Seaford Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown.

The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafront Candidate Architectural Conservation Area (cACA). There are number of Protected Structures located along the scheme route (refer to Appendix 3: Dún Laoghaire-Rathdown County Development Plan Map).

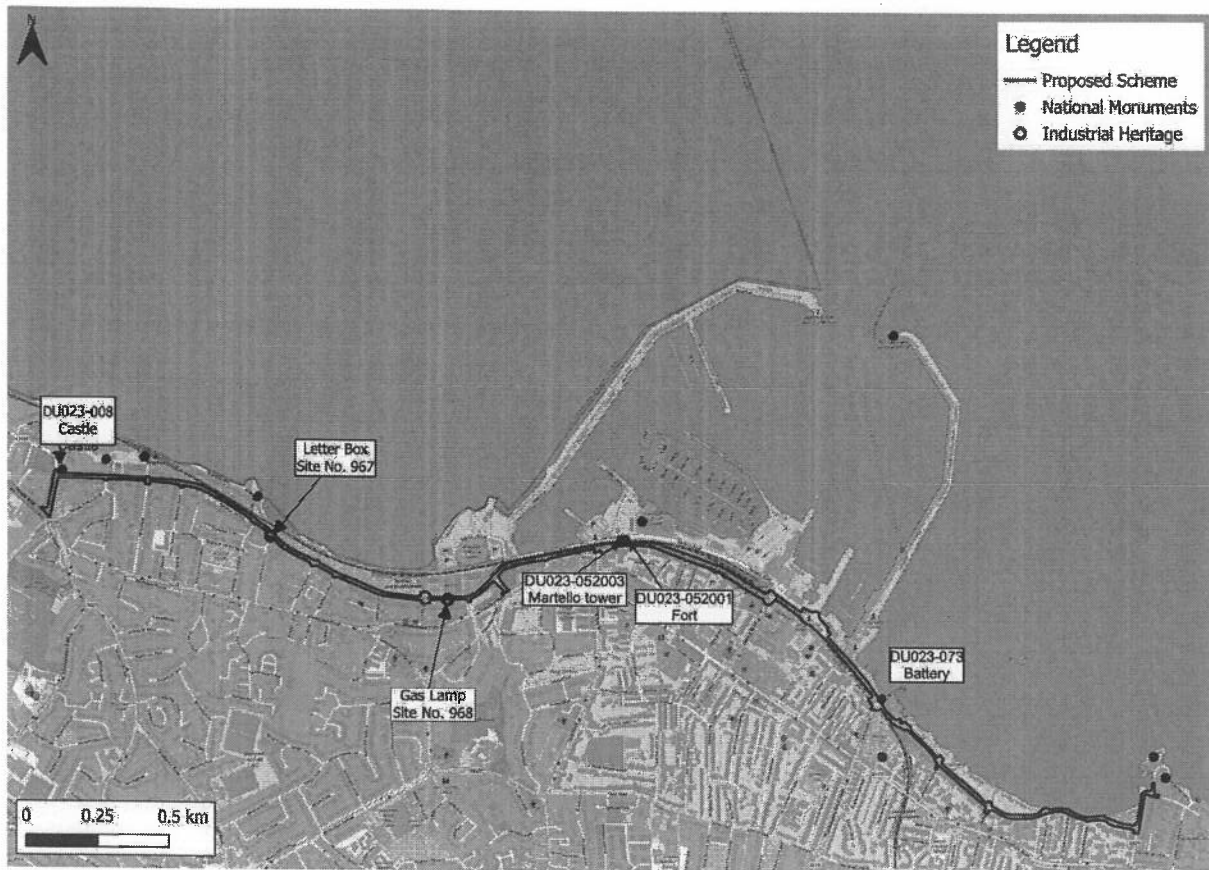


Figure 6. 3: Architectural Heritage and Monuments (Source: National Monuments Service 'Historic Environment Viewer')

Table 6. 1: Sites and Monuments Record in proximity to the proposed scheme

SMR Ref.	Name	Location/Townland	Description	Distance from site
DU023-008	Castle - unclassified	Newtown, Blackrock	Situated on flat terrain adjacent to Merrion Strand currently occupied by Seapoint Manor. The present residence is shown as 'Castle Byrn' on the 1843 OS 6-inch map (Stokes 1895, 8). A castle described in the Civil survey (1654-6) as a slated castle located at Newtown. It was held by Walter Cheevers in the Civil survey (1654-6) (Simington 1945, 267)	Located adjacent to the proposed scheme at Seapoint Avenue
DU023-073	Battery	Glasthule	<p>Martello Tower and Battery No. 12 (Kerrigan 1995, 170). Annotated 'Battery' on the 1837 ed. OSI 6-inch map where it is shown standing 140m N of the Martello Tower No. 12 (DU023-017) and S of the Royal Victoria Baths. On this map the Battery is depicted as a roughly rectangular shaped area enclosed by a wall with narrow rectangular-shaped building on the W side of the Battery. The recently restored Baths at Dun Laoghaire are depicted standing on the site of the 'Battery' on the 1863 ed. OSI 6-inch map. Today there are no surface remains visible of Battery No. 12 at Glasthule. The tower and battery at Glasthule was armed with three 24 pounder guns and one 18 pounder gun (Kerrigan 1995, 170).</p> <p>In 1802 Admiral James Hawkins-Whitshed had been appointed the naval adviser to the Lord Lieutenant of Ireland, with orders to make arrangements for the defence of the Irish coast and to organise the sea defences of the coastline which included the construction of the Martello Towers and the batteries along the shoreline of the east coast of Ireland during the Napoleonic Wars of 1803-15. In 1803 he was appointed Commander-in-Chief of the Sea Fencibles [naval defence] in Ireland. Admiral Whitshed advised Lord (William) Cathcart, Commander in Chief in Ireland (1803-05), on the siting of the Martello towers. In 1804 the commander of the forces was authorised by the Chief Secretary to secure those parts of the coast between Drogheda and Wexford from an enemy landing. In September of that year, construction works commenced on the Martello towers and batteries defending Dublin Bay under the command of Royal Engineer, Lieutenant-Colonel Benjamin Fisher (Clements 2011, 71). By the end of 1806 the Dublin Martello Towers, of which there were 26 and their batteries had been completed (ibid. 72).</p> <p>In 1842 a Letter from Mr. Henry R. Paine, Secretary to the Board of Works, expressed the wishes of the Commissioners of Kingstown Harbour to purchase a Piece of Ordnance Land at Glasthule, with the Battery thereon, on certain Conditions' (Accounts and Papers of the House of Commons, Volume 50,</p>	Located adjacent to the proposed scheme at Windsor Terrace

			<p>1843). In this year the Commissioners wrote that; 'By some oversight, there has been an omission in applying to the Ordnance for a small portion of ground where the tramway crosses an Ordnance boundary, adjoining a small battery, No. 12, or Glasfule. The object of this communication is to request the Master-General and Board to be pleased to allow this little portion of land to be made over to the Harbour Commissioners' (ibid. 21). This letter went on to state that; 'The Commissioners beg at the same time to suggest, that as this battery is in a state of complete dilapidation; that from its position (as shown in Plan No. 2), it is clear that it will never be used again as a means of defence, while such very superior situations are available on either side, as the heads of the piers and Sandy Cove Point; and us it is rather a obstruction, the Board might perhaps not be averse to disposing of the entire property to the Commissioners'.</p>	
DU023-052003	Martello tower	Dunleary	<p>Tower (DU023-052003-) and Battery No. 13 (Kerrigan 1995, 170) stood N of Crofton Road and York Road on the coast. According to Kerrigan (ibid.); 'The towers and batteries south of Dublin are numbered from 1 to 16, but there were only fourteen towers, as at two locations there were batteries only, while several of the towers were close to adjacent batteries'. A martello tower (DU023-052003-) was built at the N end of Clarence St with a battery (DU023-052004-) to the NE as shown on Taylor's 1816 Map of Dublin. This tower was possible built in the centre of a promontory fort (DU023-052001-) noted by Reverend Stokes (1893, 347) as the 'Dun of Dunleary'. According to Stokes (ibid.) 'the Martello Tower stood on the spot where now there exists an unused bridge [Battery Br.] across the railway close to the Kingstown coastguard station'. According to Kerrigan (1995, 168) construction of the Dublin area Martello Towers and their batteries commenced in 1804 under the supervision of Colonel Benjamin Fisher of the Royal Engineers and by December 1805 all towers were armed and complete. The tower and battery at Dun Laoghaire was armed with four 24 pounder guns, one 18 pounder gun and two 10-inch mortars (ibid., 170). The martello tower was demolished in 1836-7 by the construction of the Dublin-Kingstown railway line (De Courcy 1996, 134). No surface remains visible today of Martello Tower and Battery No. 13.</p> <p>Martello Tower No. 13 described by Kerrigan (1995, 174) as; 'tower no. 13, with the battery about 200 yards away on the shoreline to the north-east. The tower was demolished when the railway was constructed in 1834; the battery is depicted on early nineteenth century maps on or near the site of the present Irish Lights depot. The tower and battery protected the original Dunleary Harbour, the small inner harbour that still survives as part of the very much larger harbour, on which construction started a few years after the end of the Napoleonic wars. Early plans of this new harbour of Kingstown depict towers and batteries No. 12 and 13'.</p> <p>Located approx. 15m from the proposed scheme at Crofton Road</p>	

DU023-052001	Promontory fort - coastal	Dunleary	<p>Situated N of Crofton Road and York Road on the coast. A promontory fort noted by Reverend Stokes (1893, 347) as 'Dun of Dunleary' and located left of the old pier at Dunlaoghaire. A martello tower (DU023-052003-) was built in the middle of the fort. Its position is marked on Rocque's map of County Dublin (1765) as a circular mound by the harbour. The area was levelled to make way for the railway in 1834. The material from the dismantled earthwork was used to level the ground and form a foundation for the road (Casey 2001).</p>	<p>Located approx. 15m from the proposed scheme at Crofton Road</p>
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SECTION 7: TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

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

7.1 The magnitude and spatial extent of the impact

This project relates to road upgrade and public realm improvement works in the Dún Laoghaire-Rathdown region. The proposed scheme works are within the existing road space and footpaths. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

7.2 The nature of the impact

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

7.3 The transboundary nature of the impact

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

7.4 The probability of the impact

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

7.5 Traffic and Transport

The proposed scheme is designed to provide safer and more attractive infrastructure for pedestrians and cyclists and enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. The scheme will also seek to provide environmental benefits by introducing new areas of planting and sustainable urban drainage features.

The characteristics of the proposed scheme are such that road space in some instances is reallocated from private car for the provision of sustainable modes. These characteristics will contribute to broader environmental positive impacts as the share of active travel modes (walking and cycling) increases.

The Construction Phase of the proposed scheme has the potential to impact people's day-to-day travel activities. Temporary traffic diversions, and in some instances temporary lane or road closures, may be required to undertake construction activities necessary to complete the proposed scheme. Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as bus stops, traffic crossings, private dwelling and business.

During construction, in combination with Living Streets: Dún Laoghaire proposed scheme, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the two projects together.

Impacts during the Construction Phase have the potential for temporary moderate negative effects.

However, during the Construction Phase, there will be appropriate management plans implemented for example a Construction Environmental Management Plan and a Construction Traffic Management Plan.

During operational phase, as part of the scheme the direction of traffic along Windsor Terrace will be reversed, this change is likely to increase the volume of traffic travelling northbound along the seafront. This is being done to reduce delays for busses at the nearby Park Road/George's St Lower junction. While the level of traffic will increase compared to the existing scenario it will still be significantly less than the levels experienced before the introduction of the temporary one-way system. The route will be traffic calmed to ensure vehicle speeds remain low.

Further the proposed scheme will encourage and promote modal shift to more sustainable modes of transport through increased cycle and walking facilities along with improved public transport services. Pedestrians and cyclists will experience a significant long term positive impact from the improved accessibility and a safer travel environment. Therefore, likely to result in permanent significant positive effects on traffic and transport.

7.6 Air Quality

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

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

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

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the scale of the proposed scheme and the existing traffic volumes.

During the operational phase, it is considered that this project is likely to have a long-term benefit to air and climatic factors. The scheme will improve the air quality due to the reduction in volume of vehicles and help reduce the existing CO₂ emissions through a reduction in fuel consumption. Therefore, likely to result in permanent positive effects.

7.7 Noise and Vibration

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

However, there is minimum potential for noise and vibration emissions from construction plant considering the type of works required. Construction activities are considered to be temporary, and the proposed scheme has the potential for temporary minor negative effects, during works such as road resurfacing.

It is noted in Section 0 above that the proposed scheme is located in immediate proximity to the four Site and Monuments Record (SMR) three of which are listed in Record of Monuments and Places (RMPs) which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. In addition, there are number of protected structures along the proposed scheme route. There are also two industrial heritage structures, a letter box (Site Number 967) and Gas Lamp (Site Number 968) adjacent to the proposed scheme route.

However, the level of vibration caused during the construction phase is unlikely to generate any significant impacts on surrounding structures. Thus, significant impacts to protected monument, protected structures, and heritage structures within the vicinity of the proposed scheme are unlikely.

During operational phase, there is an improvement in the environment in the context of noise on the proposed scheme route with reduction in volume of vehicles.

7.8 Population and Human Health

The proposed scheme represents a continuation in use of an existing transport corridor. Sensitive human receptors include residential, community and recreational facilities, and commercial along the proposed scheme.

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

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

The operational phase of the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout Dún Laoghaire. These operational benefits have the potential to have a permanent significant positive effect on the local community through improved access to walking and cycling, and increased safety for vulnerable road users therefore promoting a modal shift to more sustainable mode of transport.

7.9 Biodiversity

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

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

All existing trees along the route will be retained and there will be new ones planted. Areas of new low-level planting will also be included along with the development of a parklet along the coast on Marine Parade. In advance of construction stage, a tree protection plan will be developed in collaboration with a suitable qualified arborist to ensure that the trees are not negatively impacted by the works. This will involve a no-dig construction methodology and may include aeration pipes which will be included as necessary to feed air to the roots.

7.10 Water

The Brewery Stream crosses the proposed works area between Longford Terrace and Old Dunleary Road flowing in a north- easterly direction before discharging into Dublin Bay. However, this stream is culverted.

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

The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle path and footpath network, the river water body is culverted through the proposed scheme site and there is existing drainage infrastructure in place to manage construction and operational related run off. No changes or upgrades is required to the existing drainage network or outfalls.

In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the surface water waterbodies. The appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

During Operational Phase, the proposed scheme will connect to the existing drainage infrastructure. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

7.11 Land, Soils, Geology and Hydrogeology

The 'Type 2p microcline porphyritic', Granite with microcline phenocrysts, is the bedrock underlying the proposed scheme, and groundwater vulnerability is predominantly 'High' and 'Extreme' with patches of Rock at or near Surface or Karst along the scheme extents. The proposed scheme is underlain by a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.

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

During the operational phase, new gullies will be installed which will revert surface water drainage to the existing drainage network. Sustainable Urban Drainage Systems (SUDs) will be incorporated in the design new area of planting that act as rain gardens will be included along the route.

Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.

7.12 Archaeology, Architectural and Cultural Heritage

There are few Sites and Monuments Record (SMR) located adjacent or within approx. 15m of the proposed scheme. There is a recorded monument, Castle (DU023-008), located adjacent to the proposed scheme on Seapoint Avenue. In addition, there are two archaeological sites in the proximity to the proposed scheme site at the Craffon Road, these consist of the Martello tower (DU023-052003) and Promontory fort-Coastal (DU023-052001). Both of these monuments are located approx. 15m north of the proposed scheme (Refer to Table 6. 1 for information). All the three sites are listed in the Record of Monuments and Places (RMPs) in DLR County Development Plan 2022-2028 and therefore subject to statutory protection under the

provisions of National Monuments Act 1987 as amended. There is one site, Battery – DU023-073 located adjacent to the proposed scheme at Windsor Terrace. However, this site is a SMR and not RMPs (Refer to Table 6. 1 for information).

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on recorded monuments are identified during the construction phase of the proposed scheme.

There are no NIAH sites in or adjacent to the proposed scheme. There are no protected structures within the immediate site of the proposed scheme. However, it is identified that there are some protected buildings and structures along the proposed scheme route which are listed in the Record of Protected Structures (RPS) in DLR County Development Plan 2022-2028.

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on protected structures are identified during the construction phase of the proposed scheme.

It is indicated that there are two industrial heritage structures located adjacent along the proposed scheme route. A Letter Box (Site Number 967) at Seapoint Avenue at junction with Seaford Avenue and Gas Lamp (Site Number 968) at Longford Terrace, Salthill and Monkstown. The two industrial heritage structures will be maintained in-situ and undisturbed during the proposed scheme construction works.

In considering that the proposed works will take place entirely within the existing road space and footpaths, given the nature and scale of the construction works of the proposed scheme and that the vibration associated with the proposed scheme construction works is not expected to be significant. Therefore, no potential effects on industrial heritage are identified during the construction phase of the proposed scheme.

The proposed scheme falls within two Architectural Conservation Area (ACA) namely Monkstown ACA and Sandycove Point, Sandycove ACA and one Candidate Architectural Conservation Area (cACA) Dún Laoghaire Harbour/ Dún Laoghaire Seafront cACA.

However due to the small nature and scale of the proposed works, there is no potential effects identified during the construction phase of the proposed scheme.

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure. It is a mechanism, which aims to identify and protect areas of special significance and promote an awareness of this significance. Buildings falling within the boundaries of an ACA can be both protected structures and non-protected structures. There are certain implications for development within an ACA – protection generally relates to the external appearance of structures and features of the streetscape. It does not prevent internal changes or rearrangements provided that these changes do not impact on the external appearance of the structure.

The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will enhance the public realm to provide for better quality of life in public spaces along the Coastal Mobility Route in Dún Laoghaire. The scheme will also help preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the ACAs and cACA.

A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.

7.13 Landscape and Visual

The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.

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

During the Operational Phase, the proposed scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments. Landscape features include development of a parklet along the coast on Marine Parade, including in ground planting and new seating areas. It also includes hard landscaping works on Sandycove Avenue West/Sandycove Point. There is also the potential for permanent significant positive effects on public realm through proposed changes to the streetscape.

7.14 Waste and Resources

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

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

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

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

No wastes will be produced during the operational phase of the proposed scheme.

7.15 Material Assets

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

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

No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.

7.16 Cumulative Effects

Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.

In combination with Living Streets: Dún Laoghaire, there will be change in traffic arrangements. A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.

The new BusConnects network is expected to be in place by the time this project has finished construction and so the scheme is being designed with the future network in mind, rather than the existing one.

Cumulatively, the proposed scheme along with certain projects such as Living Streets: Dún Laoghaire and Busconnects will improve the sustainable transport network in proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.

Therefore, no significant negative cumulative effects will arise from these projects.

SECTION 8: CONCLUSION

It is concluded that impacts associated with the Construction and Operational Phases of the proposed scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

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

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

Based on the information provided in this report, it is the opinion of Barry Transportation that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. However, the determination on EIA screening will be made by DLRCC.

APPENDIX 1: FORM 3 – OPR SCREENING CHECKLIST

Screening Determination:		
A. Case Details:		
Planning Register Reference:		
Development Summary:	Living Streets: Coastal Mobility Route	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purpose of AA Screening
Is an IED/IPC/Waste Licence or Wastewater Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant ³ assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	N/A	

B. Examination:	
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):	
	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):

³ Relevant assessments are those which have a significant bearing on the project.

<p>(a) The size and design of the whole of the proposed development (including any demolition works):</p>	<p>The proposed scheme consists of 6 sections namely Newton Avenue, Crofton and Queens Road, Coal Quay Bridge, Marine Road and Harbour junction, Park Road and Windsor Terrace and the Sandycove Avenue.</p> <p>The total length of the proposed scheme is 4.5km extending from Seapoint to Sandycove via Dún Laoghaire. Much of the existing footpaths will be broken out and replaced with concrete with new kerbs built along the existing road carriageway with no upgrades to the drainage network.</p>
<p>(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:</p>	<p>The DLRCC Planning and ABP website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed scheme. Projects of note are identified in Section 5.2 of this report. Given that there are no likely significant effects identified as a result of the proposed scheme, no cumulative effects are identified.</p>

<p>(c) Use of natural resources, in particular land, soil, water and biodiversity:</p> <p><i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i></p>	<p>The Construction Phase of the proposed scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the proposed scheme. However, it is proposed that minimal construction works will be involved with associated reductions in the requirements for resources and materials.</p> <p>The proposed scheme works will include replacement of the temporary bolt down kerbs with new granite kerbs, and excavation and replacement of some of the existing footpaths. All existing trees along the route will be retained and there will be new ones planted.</p>
<p>(d) Production of waste:</p> <p><i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>No significant earthworks or excavation required. Minor quantities of waste will be generated from the topsoil stripping. There will be some Construction and Demolition (C&D) waste generated from the proposed scheme, in the form of subbase road materials and wearing course materials.</p>
<p>(e) Pollution and nuisances:</p> <p><i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>There is potential for pollution and disturbances during the Construction Phase of the proposed scheme. These may include effects on any sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.</p>
<p>(f) Major accidents and disasters:</p> <p><i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>The proposed scheme does not fall within the consultation zone for any Seveso site. The proposed scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan.</p>

(g) Risks to human health, for example due to water contamination or air pollution:	The proposed scheme has the potential impact on health due to the direct and indirect effects associated with construction activities such as noise, vibration, and air quality. Potential operational impacts include direct effects on air quality or noise and indirect impacts on access to public facilities and community services
2. Location of proposed development:	
The environmental sensitivity of geographical areas likely to be affected by the proposed development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
(a) Generally describe the location of the site and its surroundings:	The proposed scheme lies in the Dún Laoghaire which is a historic and well-established urban village within the County of Dún Laoghaire-Rathdown. It is located approximately 8 km south of Dublin City Centre. The study scheme lies adjacent to the coastline of Dublin Bay. The proposed scheme consists of Newton Avenue, Crofton and Queens Road, Coal Quay Bridge, Marine Road and Harbour junction, Park Road and Windsor Terrace and the Sandycove Avenue.

<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>The nearest EU Designated Site is South Dublin Bay and River Tolka Estuary SPA (004024) and South Dublin Bay SAC (000210) located approximately 30m of the proposed scheme.</p> <p>The nearest pNHA to the site is Dalkey Coastal Zone and Killiney Hill which is 1.7m away from the proposed scheme extents.</p> <p>There are no NHA's around the 15km buffer of the proposed scheme. There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the proposed scheme.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The Brewery Stream_010 flows in a north-easterly direction, crossing the proposed works area between Longford Terrace and Old Dunleary Road before flowing into the Dublin Bay. However, this stream is culverted. The culverted Brewery Stream_010 also flows approx. 200m west of the proposed scheme beneath Temple road.</p> <p>The proposed scheme is within the Liffey and Dublin Bay WFD Catchment (ID: 09) and Dodder_SC_010 Sub-catchment (Sub catchment ID 09_16).</p> <p>The nearest coastal waterbody is Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 60m north of the scheme.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>The proposed scheme is located within an existing built-up area which includes various land uses from residential, recreational, commercial and educational land uses.</p> <p>It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>There is four Record of National Monuments adjacent to the scheme extent. There are number of protected structures located along the proposed scheme route. there are two industrial heritage structures: a Letter box and Gas Lamp.</p> <p>The proposed scheme falls within the Monkstown Architectural Conservation Area (ACA), Sandycove Point, Sandycove Architectural Conservation Area (ACA) and Dún Laoghaire Harbour/ Dún Laoghaire Seafront Candidate Architectural Conservation Area (cACA).</p>

(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?	The proposed scheme is located in densely populated area in Dún Laoghaire which includes residential, recreational, commercial and educational land uses.
--	---

(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?	The site of the proposed scheme is within proximity to a couple of designated sites. South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay SAC are both located 30m from the proposed scheme extents.
(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?	<p>The river water body Brewery Stream_010 runs through the site extents at two locations before flowing into the Dublin Bay. Based on the monitoring data from 2021, the stream is currently under review for Water Framework Directive (WFD) status. The River Waterbody WFD Status for 2016-2021 was 'Poor'.</p> <p>The stream flows in northerly direction into Dublin Bay (EU_CD: IE_EA_090_0000) located approx. 60m north of the scheme. Based on the monitoring data from 2021, the coastal waterbody is 'Not at risk' of achieving its Water Framework Directive (WFD) objectives by 2027. The Coastal Waterbody WFD Status for 2016-2021 was 'Good'.</p>
(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?	The proposed scheme does not fall within CFRAM river flood extents. There have been five past flood events recorded in close proximity to the proposed scheme. However, due to the small nature and scale of the proposed works there is no potential flood risk.
(j) Are there any additional considerations that are specific to this location?	No additional considerations in addition to those previously identified above are specific to this location.

3. Types and characteristics of potential impacts:

If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment?
<i>Population and human health:</i>		

<p>The proposed scheme represents a continuation in use of an existing transport corridor.</p> <p>A potential slight negative, temporary effect on Population and Human Health is identified during the construction phase on vulnerable road users and members of the public living, working, or commuting through the area as a result of minor disruption and nuisance.</p> <p>When completed, the proposed scheme is expected to result in a positive effect on Population and Human Health through improved existing facilities for cyclists, increasing outdoor space for pedestrians, and improved urban realm throughout the study scheme.</p>		No
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.⁴ *</i></p>		
<p>No faunal species or evidence of faunal species associated with any European Designated sites were recorded within the proposed works site. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed works site mentioned in Section 5.2 provide supporting habitat for any QI/SCI species associated with nearby European Site (MKO,2023).</p>		No
<p><i>Land, soil, water, air and climate:</i></p>		
<p>Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged.</p> <p>The proposed scheme is underlain by 'Type 2p microcline porphyritic', Granite with microcline phenocrysts and a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground'. Considering its urban nature, there may be sources of contamination within the made ground.</p> <p>The proposed scheme is not likely to have a significant impact on existing watercourses as the proposed works are restricted to the existing road, cycle lane and footpath network, the river waterbody is culverted at the subject site and there is existing drainage infrastructure in place to manage construction and operational related run off.</p>		No

⁴ -And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the operational phase, new gullies will be installed which will revert surface water drainage to the River Brewery Stream, as per the current scenario. Thus, a neutral effect on soils, geology and hydrogeology quality is predicted during the operational phase of the proposed development.</p> <p>Due to limited scale of the proposed scheme and the implementation of best practice measures, dust impacts and associated impacts on air quality are unlikely to be significant.</p>		
Material assets, cultural heritage and the landscape:*		
<p>No significant negative effects on material assets are predicted during the operation phases of the proposed scheme.</p> <p>There are a total of four recorded National Monuments within close proximity of the scheme. Three out of the four monuments are listed in the Record of Monuments and Places. There are number of protected structures located along the proposed scheme route. There are also two industrial heritage structures: a Letter box and Gas Lamp along the proposed scheme. The proposed scheme falls within two Architectural Conservation Area (ACA) namely Monkstown ACA and Sandycove Point, Sandycove ACA and one Candidate Architectural Conservation Area (cACA) Dún Laoghaire Harbour/ Dún Laoghaire Seafront cACA (Refer Section 6.3.8).</p> <p>There would be temporary negative effects on the surrounding landscape during the construction phase of the proposed scheme because of the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting. During the Operational Phase, the proposed scheme may alter townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments.</p>	<p>It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.</p>	No

Cumulative effects:		
<p>Considering the identified projects and potential projects (Section 5.2) in the area surrounding the proposed development site, none are anticipated to have a significant effect on the baseline environment.</p> <p>In combination with Living Streets Dún Laoghaire, there will be change in traffic arrangements.</p>	<p>A combined traffic model has been done to assess the impacts of the Living Streets: Coastal Mobility and Living Streets: Dún Laoghaire projects together.</p>	No

<p>Cumulatively, the proposed scheme will improve the sustainable transport network in proposed scheme area resulting in a positive impact on the environment by promoting a modal shift from private car.</p> <p>Therefore, no significant negative cumulative effects from these projects.</p>		
Transboundary effects:		
<p>The proposed scheme will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed scheme.</p>	None required	No
4. Additional Considerations:		
<p>Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):</p>	<p>The conclusions of the AA Screening Report have been considered in the preparation of this report.</p>	
<p>Other relevant information/ considerations of note:</p>		

C. Determination:		
<p>No real likelihood of significant effects on the environment.</p>	✓	EIAR is not required
<p>Real likelihood of significant effects on the environment.</p>		EIAR is required

D. Main Reasons and Considerations:		
<p>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:</p> <ul style="list-style-type: none"> (a) Set out the main reasons and considerations specific to the nature, size, or location of the proposed development, and the types and characteristics of potential impacts: (b) Where relevant, reference any key mitigation measures of significance to the screening determination: (c) Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g., SEA, AA screening, AA): (d) Any other relevant information: <p>It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.</p>		

APPENDIX 2: COASTAL MOBILITY ROUTE DESIGN



Newtown Avenue

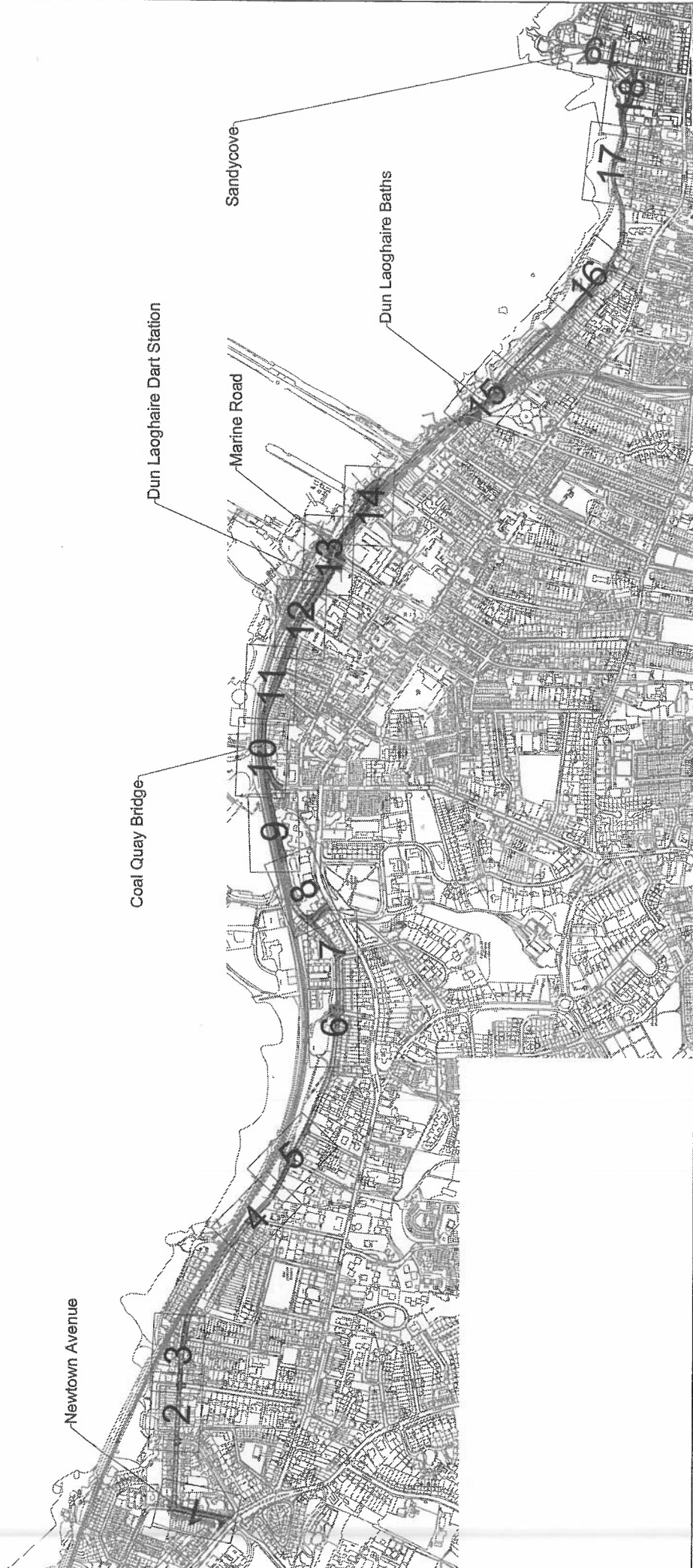
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Dun Laoghaire Dart Station

Marine Road

Sandy Cove

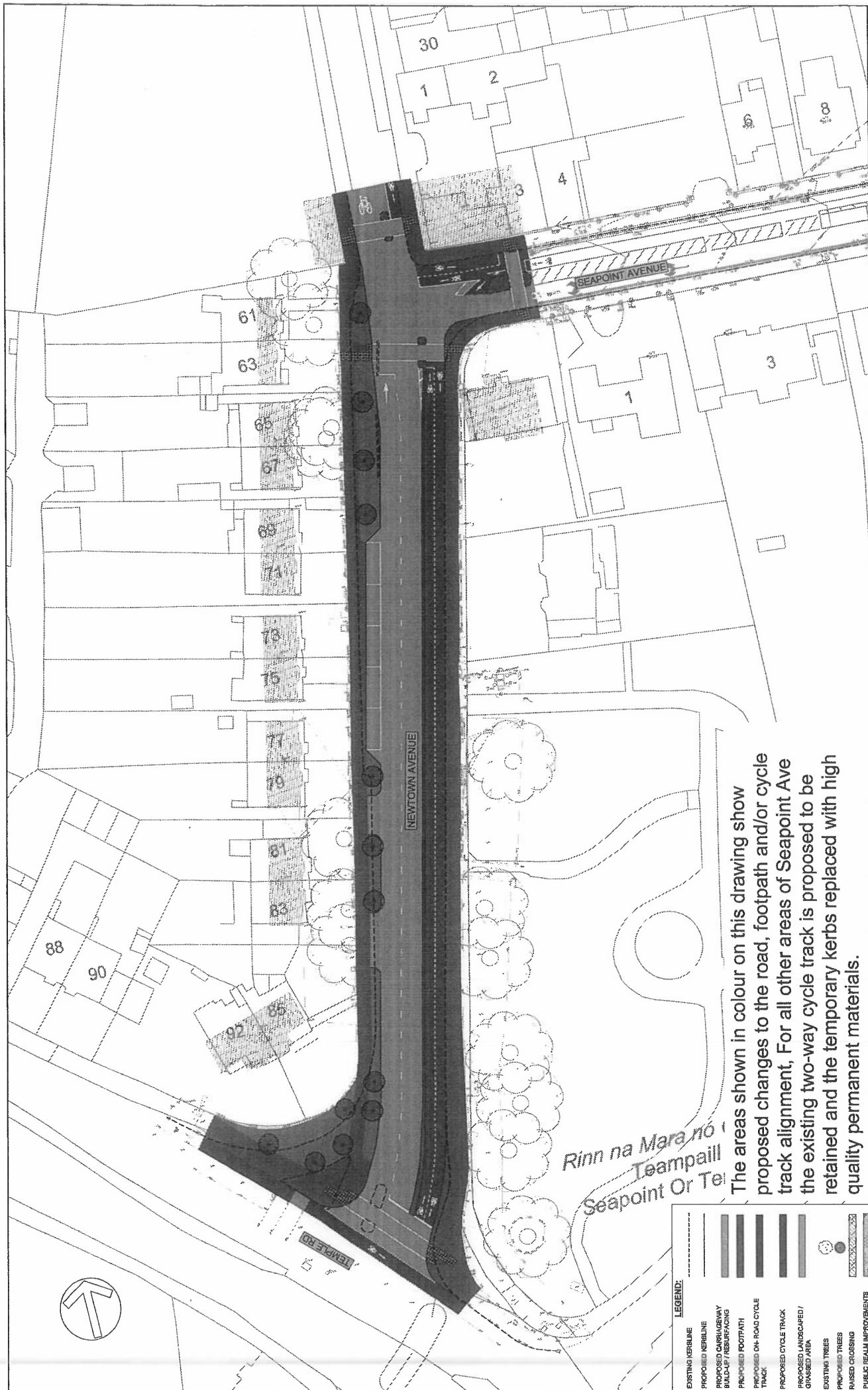
Dun Laoghaire Baths



Notes

Rev	Date	Issued	Description	Issued for Review	Issued for Approval
001	04/06/2018	04/06/2018	Initial Design		
002	11/06/2018	11/06/2018	Design for Approval		

Project Title: Living Streets - Coastal Mobility Route		Status: S4
Drawing Title: Preliminary Design Coastal Mobility Route		Sheet: 05 of 18
Designed: MB	Drawn: GP	Checked: MB
Approved: PC	Scale: A1: 1:5000	File Name: 22410-BT-PC-CMR-04-05-0003
Created: MB	Date: 11/06/2018	Rev: P02



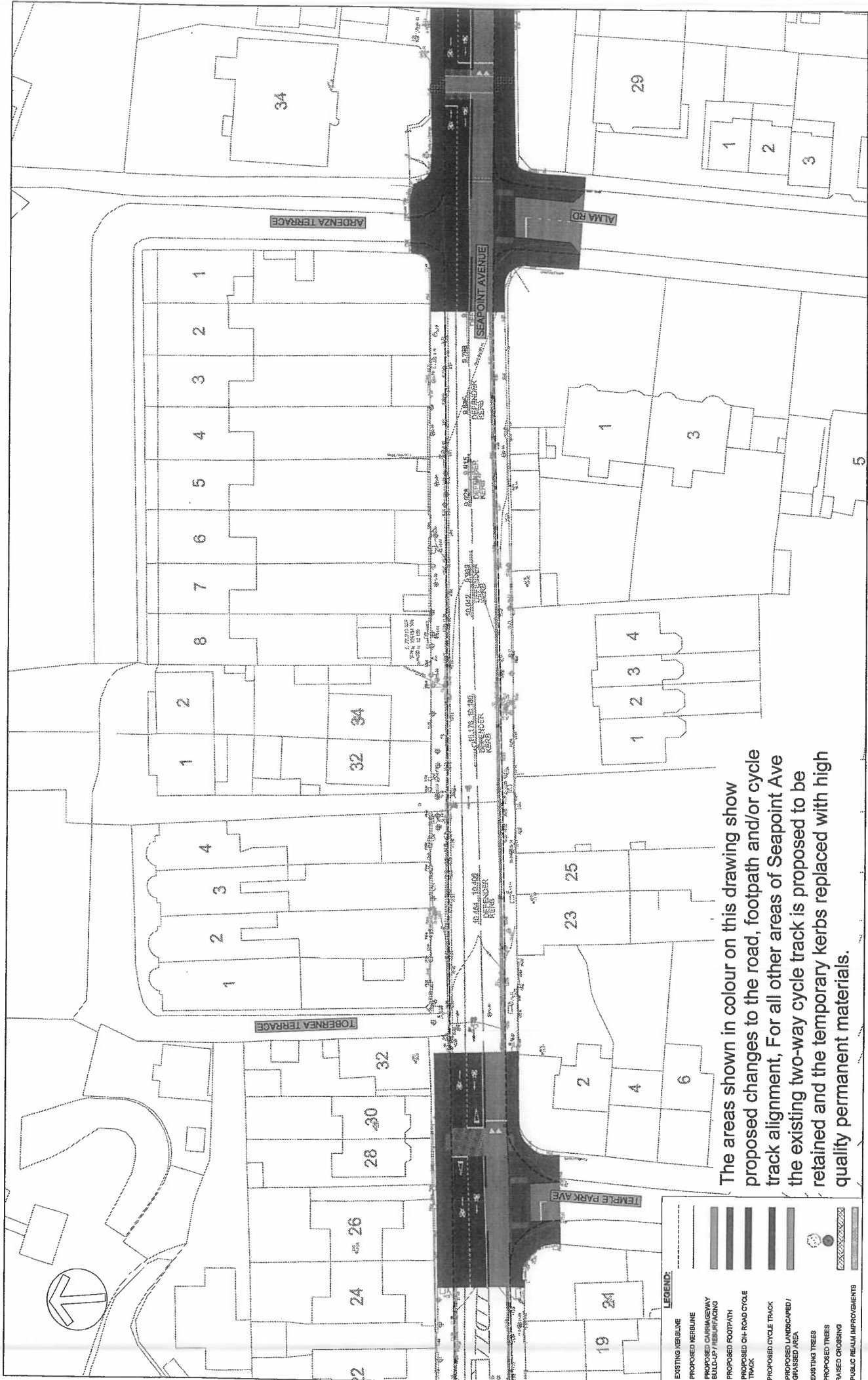
Project Title:	Living Streets - Coastal Mobility Route	Status:	83
Drawing Title:	Preliminary Design Coastal Mobility Route Sheet 01 of 018		
Discussed At:	File Name:	Drawing No.	Rev.
Discussed By:	Discussed On:		
Approved By:	Discussed At:	22410181-100-CMR-3M-CS-00008	P01
Approved On:	Discussed By:		

[illegible]

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The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

EXISTING KERBLINE	PROPOSED KERBLINE
PROPOSED CARPARKWAY	PROPOSED FOOTPATH
PROPOSED ROAD CYCLE TRACK	PROPOSED CYCLE TRACK
PROPOSED UNDISBURGED / OPENED AREA	EXISTING TREES
PROPOSED TREES	RAISED CROSSING
PUBLIC REALM IMPROVEMENTS	



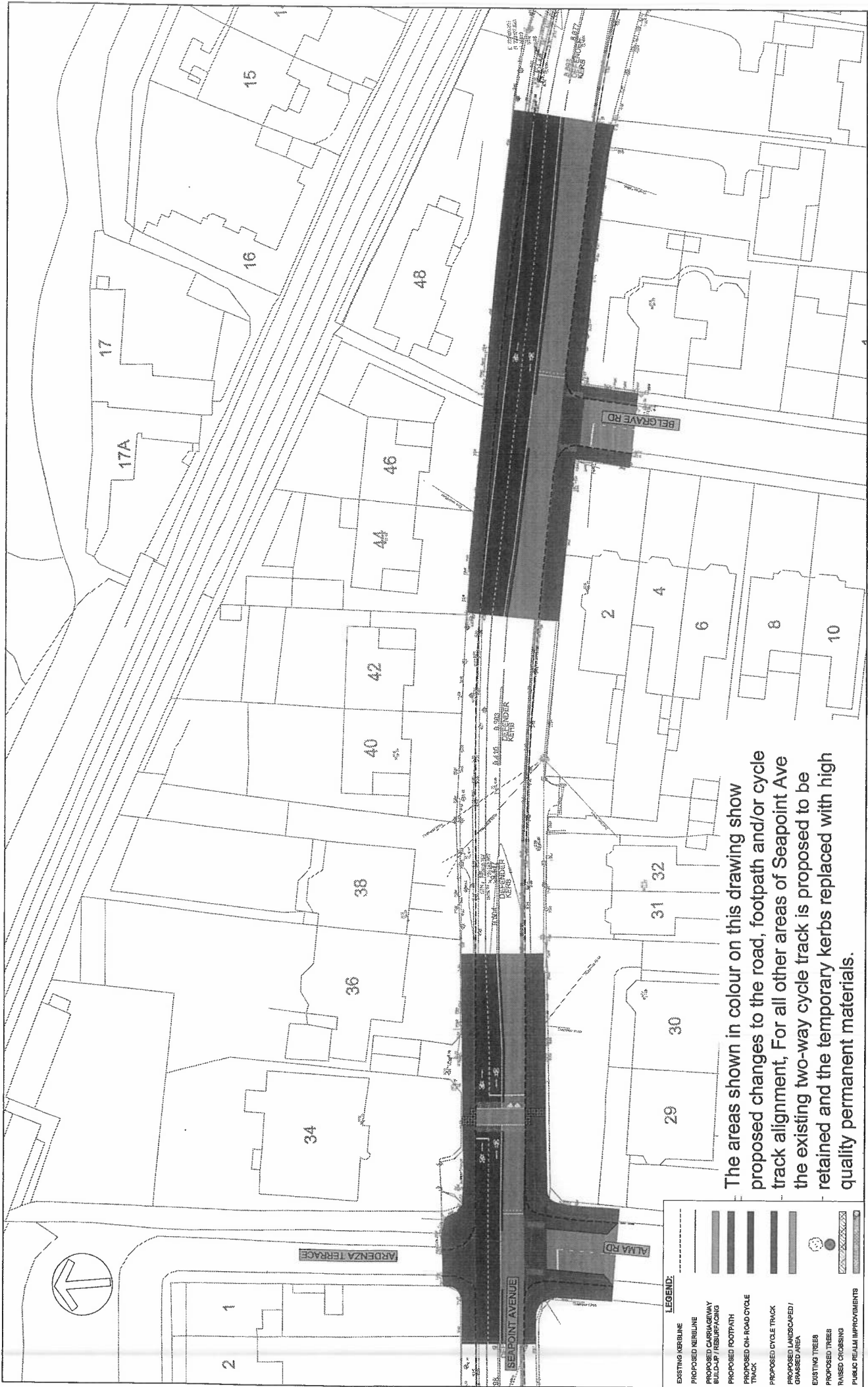
Comhairle Contae Council



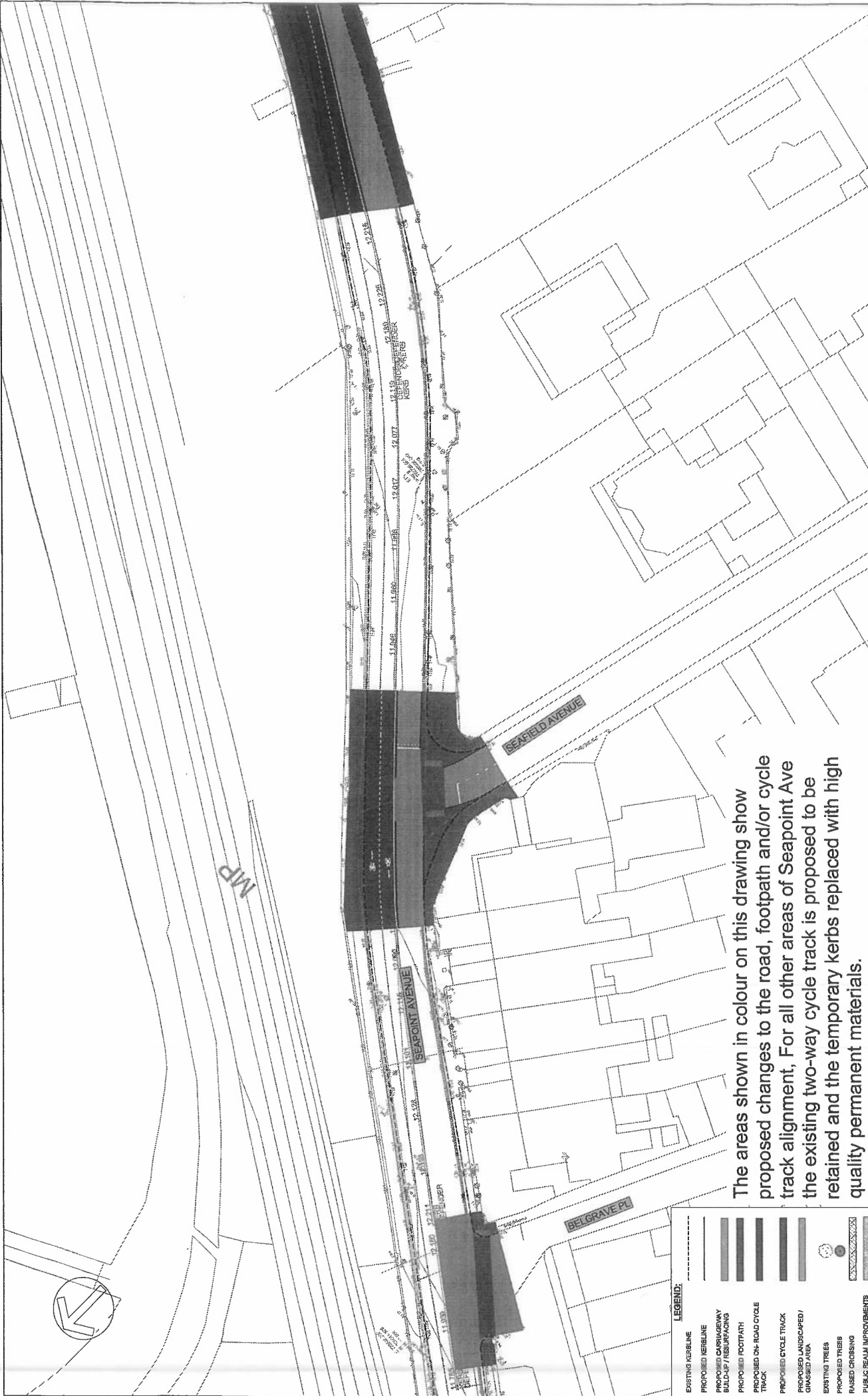
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Rev	Date	By	For
1	06/03/2023	Issued for Review	

Project Title:	Living Streets - Coastal Mobility Route	Status:	33
Drawing Title:	Preliminary Design Coastal Mobility Route	Sheet No.:	22/16-RT-00-CHN-DR-CE-0003
Diagonal:	RT	Scale:	1:250
Drawn:	BP	Check:	04/04/2023
Approved:	BC	Rev:	P01



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Seapoint Ave the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CURBAGEWAY BUILD-UP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRASSED AREA
	EXISTING TREES
	PROPOSED TREES
	RAISED CROSSING
	PUBLIC REALM IMPROVEMENTS



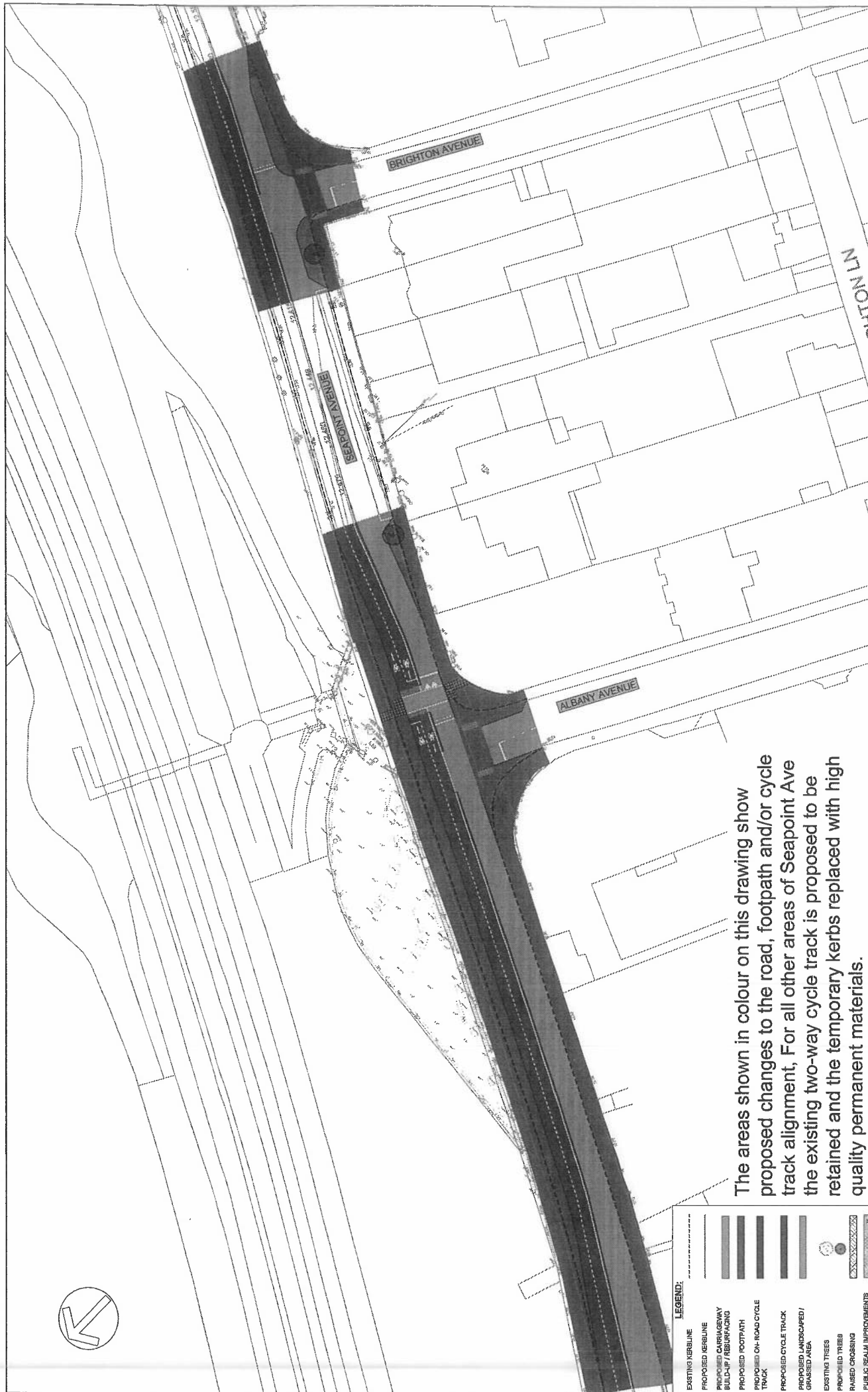
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BARRY
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Notes

Rev	Date	Drawn	Description	Issued For	Check	Appr
P01	04/03/2023	04/03/2023	Issued for Review			

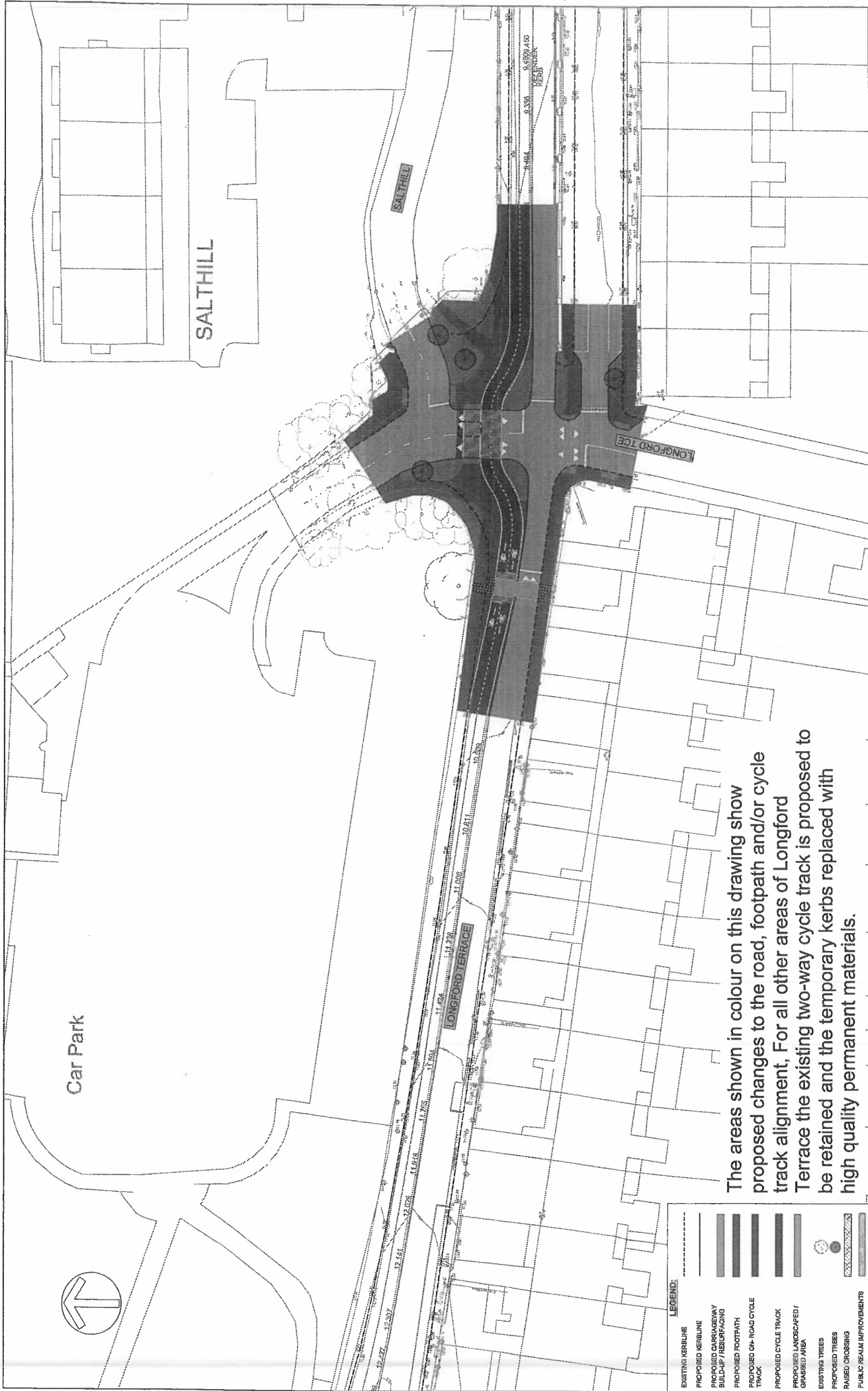
Project Title: Living Streets - Coastal Mobility Route
Drawing Title: Preliminary Design Coastal Mobility Route
Sheet 04 of 10
Status: 63
Drawing No: 22101871-00-CMR-DR-02-0008
Per: P01
Date: 04/03/2023
Checked: NO
Approved: NO
Drawn: GP
Design: GP
Scale: A1: 1:250

[illegible]

Project Title:	Living Streets - Coastal Mobility Route	Status:	SS	Drawing No.	File Name:	Rev:	P01
	Drawing Title:						
Designer: RL	Drawn: RP						
Approved: AG	Checked: AG						
Date: 01/11/2020							
Date: 01/11/2020							

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The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Longford Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CURBAGEWAY BUILD-UP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRASED AREA
	EXISTING TREES
	PROPOSED TREES
	RAISED CROSSING
	PUBLIC REALM IMPROVEMENTS



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Notes

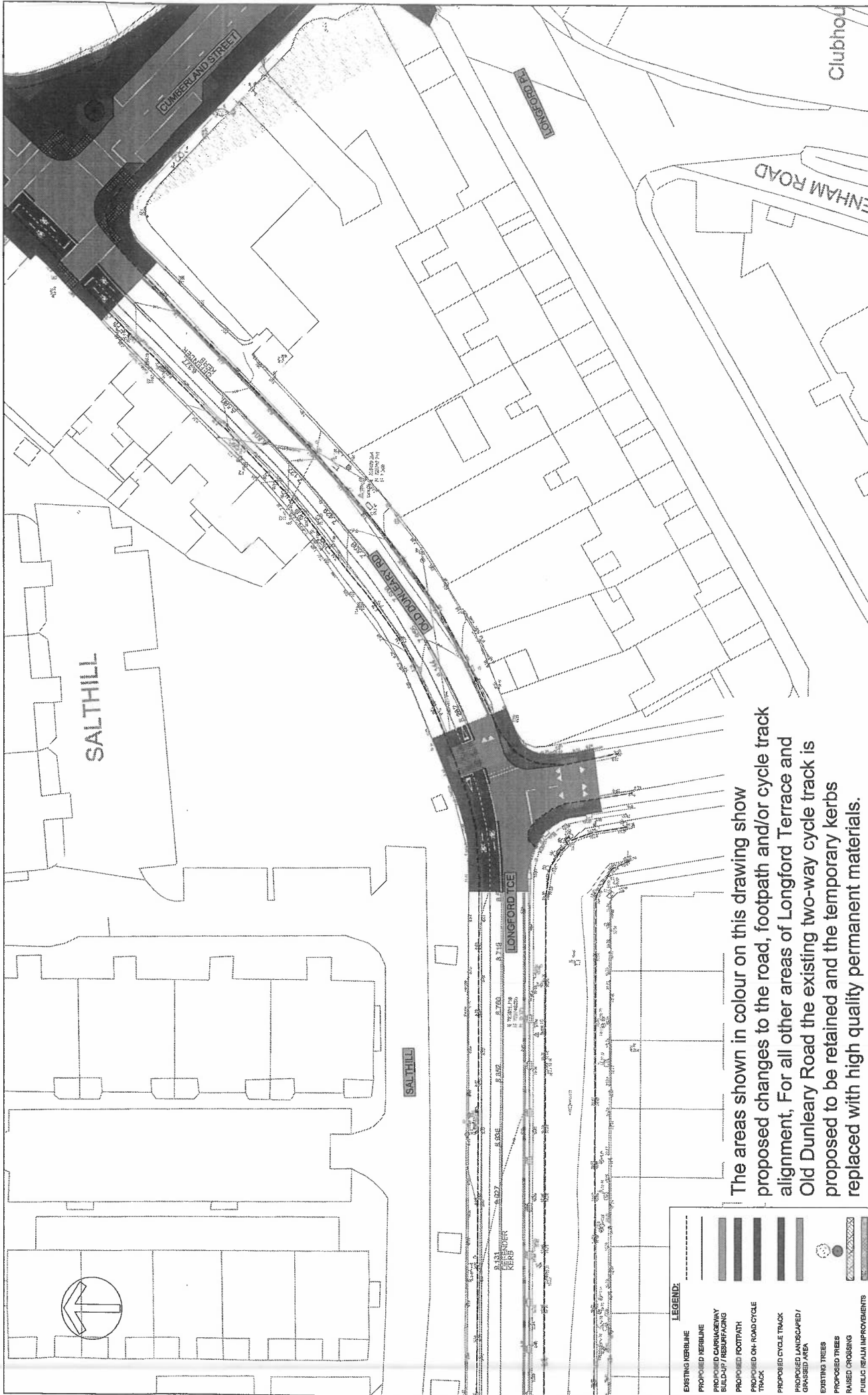
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2	09/03/2015	00005	00005	Issued for Review
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4	09/03/2015	00005	00005	Issued for Review
5	09/03/2015	00005	00005	Issued for Review
6	09/03/2015	00005	00005	Issued for Review
7	09/03/2015	00005	00005	Issued for Review
8	09/03/2015	00005	00005	Issued for Review
9	09/03/2015	00005	00005	Issued for Review
10	09/03/2015	00005	00005	Issued for Review

Project Title: Living Streets - Coastal Mobility Route
Drawing Title: Preliminary Design Coastal Mobility Route
Sheet 06 of 16

Design: 01
Drawn: 01
Checked: 01

File Name: 22/10/15-LivingStreets-CoastalMobilityRoute-06-00005
Scale: 1:1, 1:250
Sheet: 06 of 16

Client: 01
Project: 01



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Longford Terrace and Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRASSED AREA
	EXISTING TREES
	PROPOSED TREES
	RAISED CROSSING
	PUBLIC REALM IMPROVEMENTS



BARRY
TRANSPORTATION

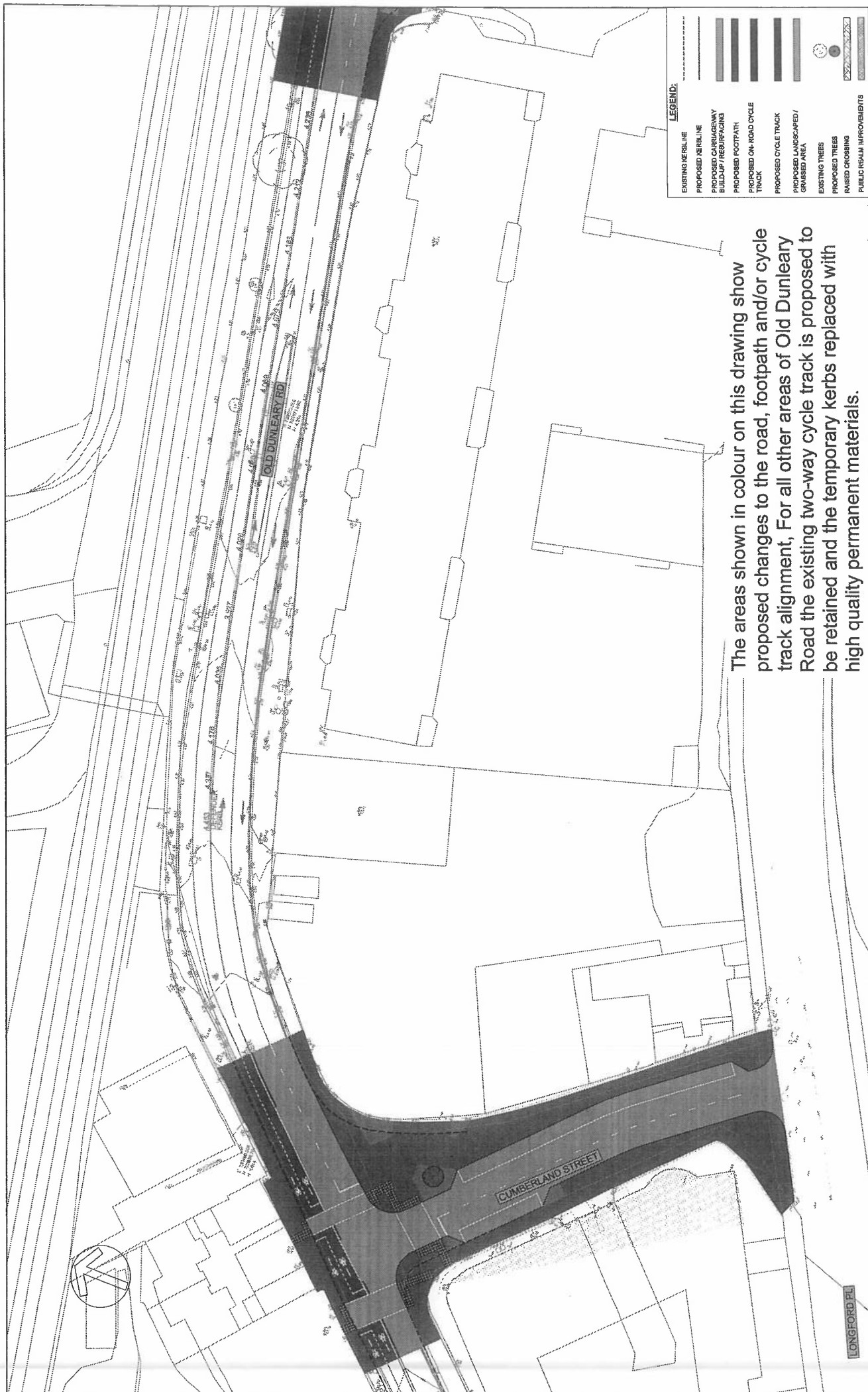
Dundrum Business Park,
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Rev.	Date	Description	Drawn	Checked	App'd
P01	05/05/2023	Issued for Review	DC	DC	DC

Project Title: Living Streets - Coastal Mobility Route
Drawing Title: Preliminary Design Coastal Mobility Route
Sheet 06 of 10

Client: S3
Drawing No.: 22/19-07L-XX-CHN-DR-CE-0008
Rev: P01

Drawn: DC
Checked: DC
App'd: DC
Date: 04/02/2023



The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment, For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

- EXISTING KERULINE
- PROPOSED KERULINE
- PROPOSED CARRIAGEWAY BUILDUP RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED UNIMPROVED / UNSEALED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSINGS

Project Title:	Living Streets - Coastal Mobility Route			Status:	ES
Drawing Title:	Preliminary Design Coastal Mobility Route Sheet 07 of 18			Drawing No.	Z2419-RT-XX-CMR-DR-CE-6008
Designed by:	DR	File Name:	2419-RT-XX-CMR-DR-CE-6008 P01		
Drawn by:	DR				
Approved by:	NO	Issued at: 11 / 2020 Date: 24/05/2020			

Rev.	Date	Drawn	Designated	Checked	Appr.
P01	09/06	09/08	Intended for Review	XX	XX

Notes

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HWY

ACCOMMODATION ROAD

LEGEND:

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CURB/ROADWAY BUILD-UP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRAVELLED AREA
	EXISTING TREES
	PROPOSED TREES
	PAVED CROSSING
	PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Old Dunleary Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Cornhairle Contae Council

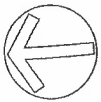
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Notes

Rev.	Date	Drawn	Checked	Issued For Review	Drawn	Checked	Issued For Review
P01	09/08/2020						

Project Title:	Living Streets - Coastal Mobility Route	Station:	53
Drawing Title:	Preliminary Design Coastal Mobility Route	Sheet 08 of 15	
Drawn:	MS	File Name:	
Checked:	SP	Scale:	A1: 1/250
Created:	MS	Date:	04/04/2023
Rev:	P01	Rev:	22/10/21, 02-CHUR-CE-00003



HARBOUR ROAD

CROFTON RD

KELLYS AVE

CHARLEMONT AVE

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY
- BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRUCK
- PROPOSED LANDSCAPED / GRAVELLED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS



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Rev	Desc	Date	Drawn	Checked	Reviewed	Dissemination
1	Issue for Review	04/05/2023	SAO	SAO	SAO	SAO
2						
3						
4						
5						
6						
7						
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Project Title:	Living Streets - Coastal Mobility Route	Status:	S3
Drawing Title:	Preliminary Design Coastal Mobility Route	Sheet 19 of 19	
Drawn By:	SAO	Checked By:	SAO
Approved By:	SAO	Scale:	As Shown
Drawn Date:	04/05/2023	Drawn By:	SAO
Approved Date:	04/05/2023	Approved By:	SAO
Project No:	22/10-BT-LCC-CMR-DN-CE-00083	Revision:	P01



Project Title: Living Streets - Coastal Mobility Route

Drawing Title: Preliminary Design Coastal Mobility Route Sheet 11 of 16

Design: MP

Drawn: MP

Checked: MC

Sheet: S3

Client: 22A10-RT-LJ-CO-COAR-CE-0003

Rev: P01

Rev: P01

Date: 04/02/2023

Drawn: MC

Checked: MC

Project Name: Living Streets - Coastal Mobility Route

Project Ref: 22A10-RT-LJ-CO-COAR-CE-0003

Project Date: 04/02/2023

Project Name: Living Streets - Coastal Mobility Route

Project Ref: 22A10-RT-LJ-CO-COAR-CE-0003

Project Date: 04/02/2023

Project Name: Living Streets - Coastal Mobility Route

Project Ref: 22A10-RT-LJ-CO-COAR-CE-0003

Project Date: 04/02/2023

Project Name: Living Streets - Coastal Mobility Route

Project Ref: 22A10-RT-LJ-CO-COAR-CE-0003

Project Date: 04/02/2023

Project Name: Living Streets - Coastal Mobility Route

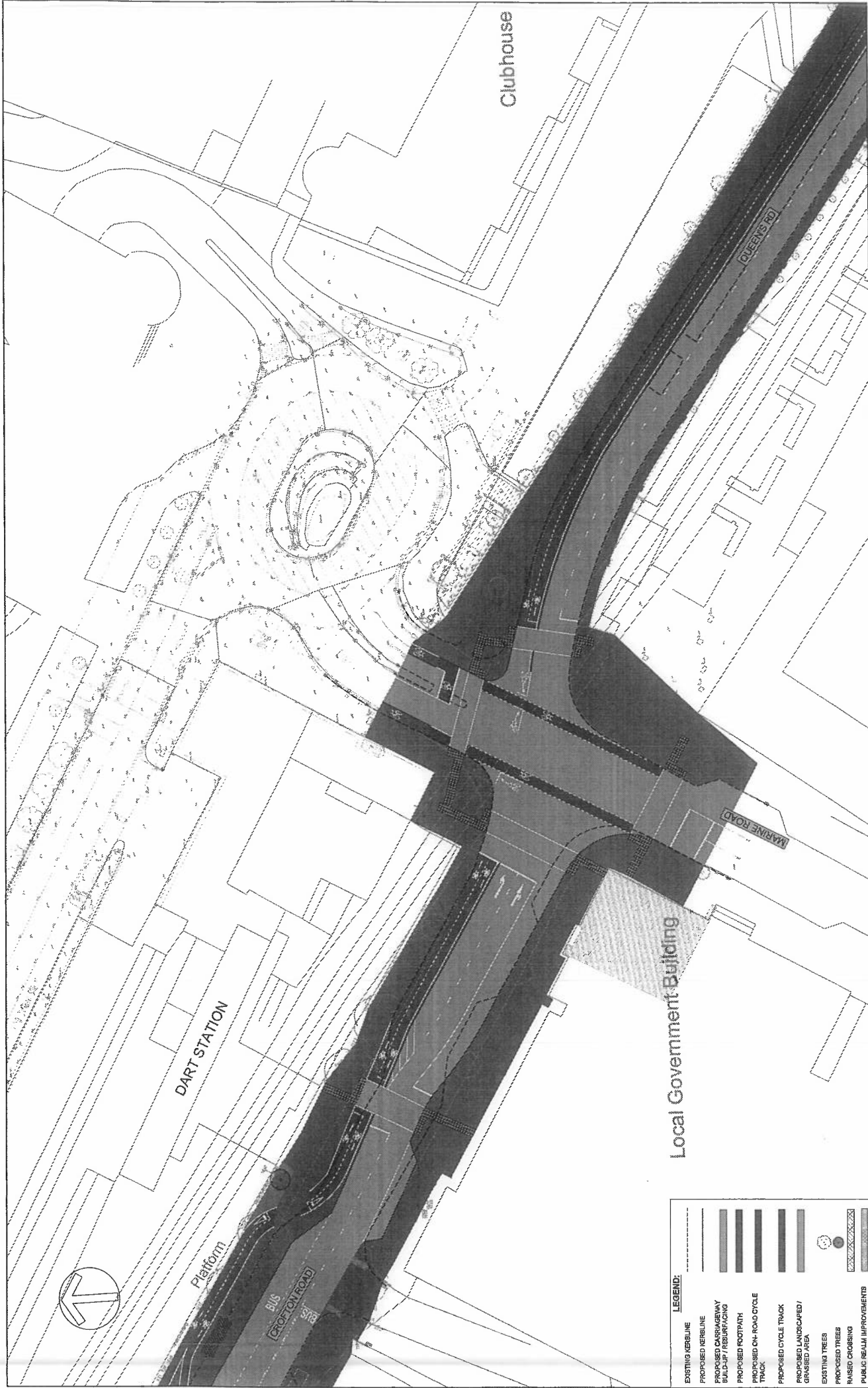
Project Ref: 22A10-RT-LJ-CO-COAR-CE-0003

Project Date: 04/02/2023

3 BARRY
TRANSPORTATION

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dlr
Comhairle Contae Council



LEGEND:

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CARRIAGEWAY BUILDUP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRASED AREA
	EXISTING TREES
	PROPOSED TREES
	RAISED CROSSING
	PUBLIC REALM IMPROVEMENTS

3 BARRY
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Contraire Contae County Council

Notes

Rev	Date	Drawn	Checked	Description
P01	08/02/2020	10/02/2020		Issued for Review

Project Title: Living Streets - Coastal Mobility Route

Drawing Title: Preliminary Design Coastal Mobility Route Sheet 12 of 16

Design: M1

Drawn: BP

Checked: P02

File Name: 22410101-LivingStreets-Coastal-Mobility-Route-000003

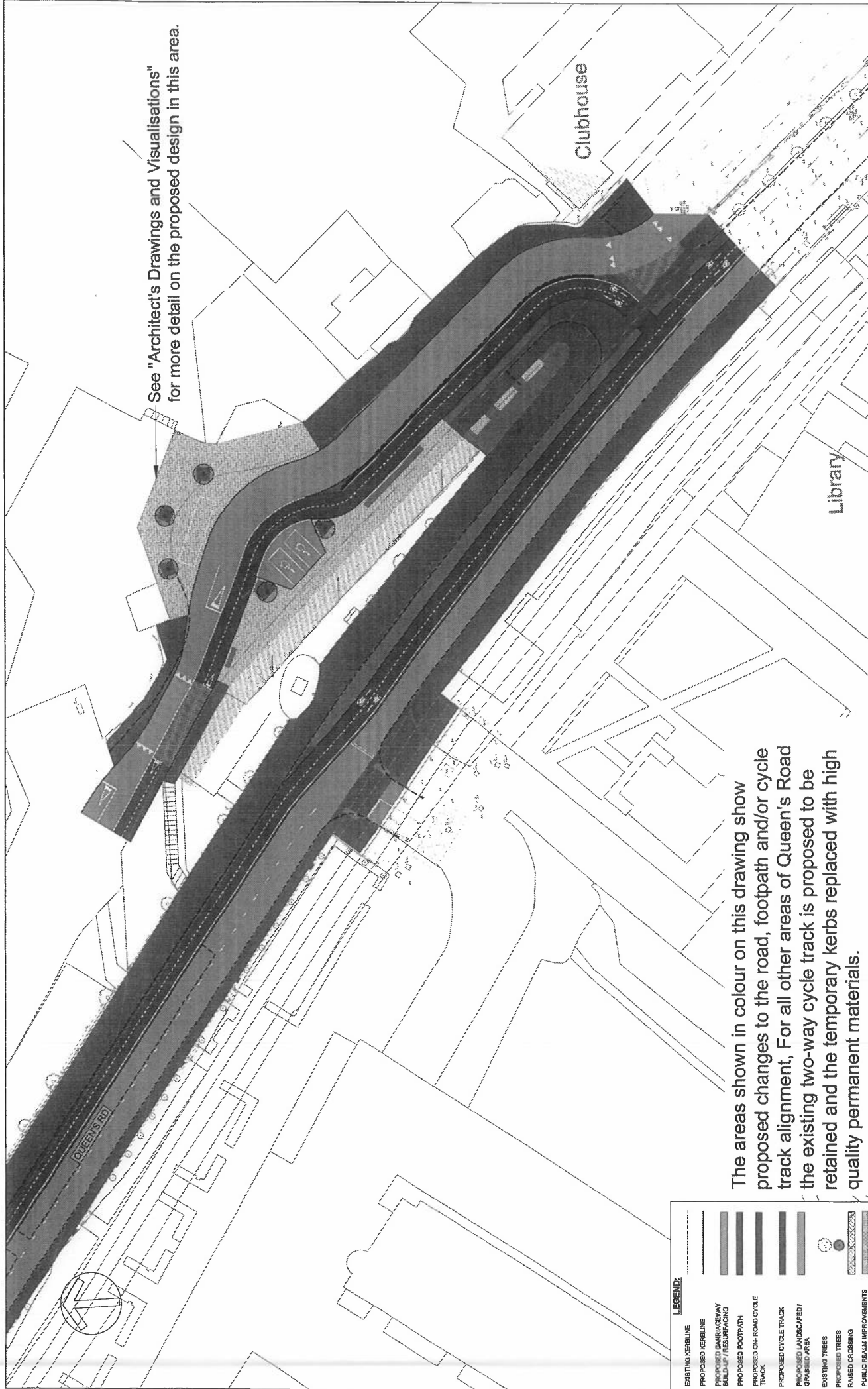
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Date: 04/02/2023

Sheet: S3

Drawing No.: 22410101-LivingStreets-Coastal-Mobility-Route-000003

Rev: P01



See "Architect's Drawings and Visualisations" for more detail on the proposed design in this area.

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Queen's Road the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.

LEGEND:

	EXISTING KERBLINE
	PROPOSED KERBLINE
	PROPOSED CARRIAGEWAY BUILD-UP / RESURFACING
	PROPOSED FOOTPATH
	PROPOSED ON-ROAD CYCLE TRACK
	PROPOSED CYCLE TRACK
	PROPOSED LANDSCAPED / GRASED AREA
	EXISTING TREES
	PROPOSED TREES
	RAISED CROSSING
	PUBLIC REALM IMPROVEMENTS



Dundrum Business Park,
Cannon House,
Rushmore Road, Dublin 14,
Co. Dublin,
Ireland
Phone: (01) 4361400
Email: transport@barry.ie



Name: _____

Rev	Date	Description	Drawn	Checked
P01	01/03/2023	Issued for Review	XX	XX

Project Title: Living Streets - Coastal Mobility Route		Status: GS
Drawing Title: Primary Design Coastal Mobility Route		Sheet 13 of 16
Drawn: MB	File Name: 221618TJXX-DMR-CE-0009	Rev: P01
Checked: BP	Scale: A1: 1:250	
Approved: NC	Date: 04/03/2023	
Created: NC		



Baths

MARINE ICE

PARK ROAD

10-11

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARBAGWAY BUILDUP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPED / CHANGED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Queen's Road and Windsor Terrace the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Comhairle Contae County Council



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Clisson House,
Clisson Road, Dublin 14,
County Dublin,
Ireland
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Email: transport@barry.ie

Name

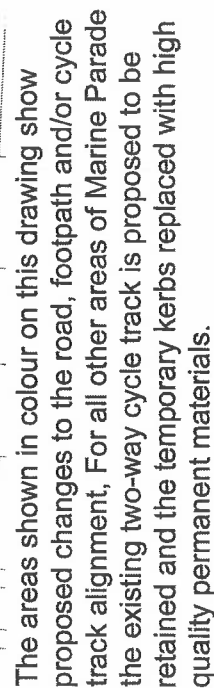
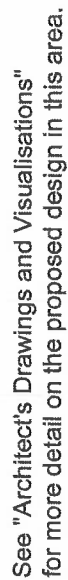
Rev.	Date	Drawn	Description	Checked	App'd
P01	09/05/2023	JOL	Issued for Review	JOL	JOL

Project Title:	Living Streets - Coastal Mobility Route	Status:	S3
Drawing Title:	Preliminary Design Coastal Mobility Route	Sheet:	14 of 18
Designed By:	RP	Drawn By:	RP
Checked By:	RP	Reviewed By:	RP
Approved By:	RP	Scale:	As A1: 1:300
Drawn By:	RP	Date:	09/05/2023

Rev:

P01



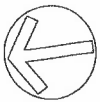
[illegible]

Project Title: Living Streets - Coastal Mobility Route	Status: S3	Drawing Title: Preliminary Design Coastal Mobility Route Sheet 16 of 18	Drawing No.:		Borg: P01
			File Name:	221018TTJACQAR-DK-CE-00083	
Designed: MS			Drawn: EP	Date of All: 1/20	
Checked: MS			Drawn: EP	Approved: NC	
				Date: 04/04/2023	

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Classon House,
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Ireland

Phone: (01) 4331400
Email: transport@tdb-amy.ie





Baile Átha

Cliaith

MARINE PARADE

SANDYCOVE AVENUE WEST

BALLYGHEEN AVE

23 24 25 26

1 2

LEGEND:

- EXISTING KERBLINE
- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY
- BUILD-UP / RESURFACING
- PROPOSED FOOTPATH
- PROPOSED ON-ROAD CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED UNDISCIPED / GRASSED AREA
- EXISTING TREES
- PROPOSED TREES
- RAISED CROSSING
- PUBLIC REALM IMPROVEMENTS

The areas shown in colour on this drawing show proposed changes to the road, footpath and/or cycle track alignment. For all other areas of Marine Parade the existing two-way cycle track is proposed to be retained and the temporary kerbs replaced with high quality permanent materials.



Comhairle Contae Council

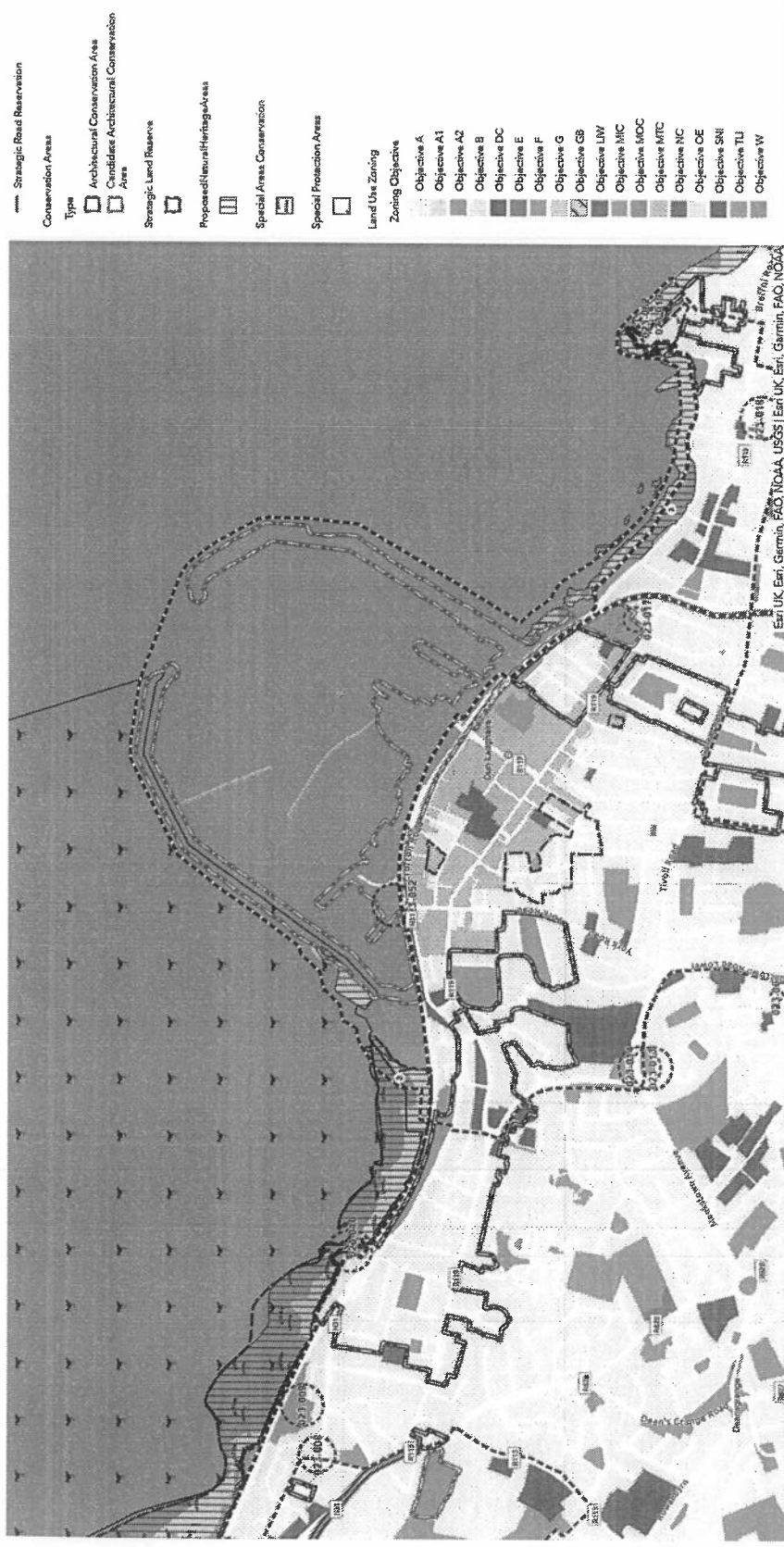
BARRY
TRANSPORTATION

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Rev	Date	Drawn	Checked	Discussed	Revised
P01	09/04/2023	09/04/2023	09/04/2023	09/04/2023	09/04/2023

Project Title: Living Streets - Coastal Mobility Route
Drawing Title: Preliminary Design Coastal Mobility Route
Sheet 17 of 18
Drawing No.: 22/10/01-JCC-MR-09-CE-0003
Rev: P01
Date: 09/04/2023

APPENDIX 3: DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN MAP



Drawing source: Dún Laoghaire-Rathdown County Development Plan 2022-2028 online map



Planning and
Environmental
Consultants

Article 6 (3) Appropriate Assessment Screening Report

Living Streets: Coastal
Mobility Route

