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DODDER GREENWAY RAPID BUILD SCHEME MILLTOWN

Environmental Impact Assessment Screening Report



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Client:
Dublin City Council
Civic Offices
Wood Quay
Dublin 8
D08 RF3F

Dodder Greenway Rapid Build Scheme Milltown

EIA Screening Report

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1. INTRODUCTION

The Active Travel Support Office (ATSO) was commissioned by Dublin City Council to produce an Environmental Impact Assessment (EIA) Screening Report in respect of the proposed Dodder Greenway Rapid Build Scheme Milltown, in Milltown, Co. Dublin (“the proposed development”).

The purpose of this EIA Screening report is to inform the competent authority as to whether the proposed Dodder Greenway Rapid Build Scheme Milltown referred hereafter as the ‘proposed development’ is subject to the requirements of the EIA Directive (as amended) and therefore whether an Environmental Impact Assessment Report (EIAR) should be prepared.

1.1 Terms of Reference

The Active Travel Support Office (ATSO) was commissioned by Dublin City Council to undertake an EIA Screening for the proposed development in accordance with the legislative provisions including undertaking the required screening assessment to form an opinion as to whether EIA is required.

1.2 Legislative Context

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment (“EIA”), including screening for EIA.

Projects listed in Annex I of the EIA Directive require mandatory EIA while projects listed in Annex II require Screening to determine whether an EIA is required or not. Annex I and Annex II of the EIA Directive have been transposed into Irish Law in the Planning and Development Regulations 2001 (as amended) and in particular Schedule 5 (Part 1 and Part 2). This is discussed in more detail below in Section 3 of this EIA Screening Report.

The Directive is fully transposed into Irish law and EIA legislation as it relates to the planning process and has now been largely brought together in Part X of the Planning and Development Act 2000 (as amended), and Schedules 5, 6, 7 and 7A of the Planning and Development Regulations 2001 (as amended). Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the EIA Directive which require a mandatory EIA to be prepared. Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, in accordance with Annex II of the EIA Directive.

1.3 Qualifications and Experience

This EIA Screening Report was prepared by Aishwarya Katyal and reviewed by Claire Cable. Aishwarya is a Graduate Urban Designer and Planner with a MSc in Urban Design and Planning from University College Dublin. Claire is a Senior Environmental Consultant with over 17 years’ experience in the areas of environmental and energy engineering including the environmental coordination for major infrastructure projects. She is experienced in the coordination of environmental inputs to environmental impact assessments for major roads projects. Claire is a full member of Chartered Institute of Water & Environmental Managers (CIWEM).

1.4 Methodology

This EIA Screening has been developed with reference to the relevant legislation, EU and national Guidance documents. The methodology devised for this EIA Screening is based on established best practice with particular reference to: -

- Planning and Development Regulations 2001 (as amended), and the criteria set out in Schedule 7A and Schedule 7 (as appropriate);
- *Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development* (DEHLG, 2003);
- *Environmental Impact Assessment of Projects Guidance on Screening* (European Commission, 2017)
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*, (Government of Ireland, August 2018).
- *Guidelines on the information to be contained in Environmental Impact Assessment Reports* (EPA, 2022).
- *Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA* (October 2023)

The screening exercise is divided into two separate but consecutive stages in order to determine if the project requires EIA.

- (i) The first stage is to determine if the proposed development requires a mandatory EIA i.e., if it is a development listed in Schedule 5 of the Planning and Development Regulations 2001 (as amended).
- (ii) If the proposed development is deemed not to require a mandatory EIA. The proposed sub-threshold development must be assessed on a case-by-case basis to determine whether or not the sub-threshold development requires a discretionary EIA based on considerations such as the nature, size or location of the development and if the proposed development is likely to have significant effects on the environment.

Section 3 of this report includes a screening matrix informed by the criteria detailed in Schedule 7A of the Planning and Development Regulations 2001 (as amended). Item four of Schedule 7A states that “*The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 [of the Planning and Development Regulations 2001 – 2020].*” Therefore, the criteria set out within Schedule 7 of the Planning and Development Regulations 2001 (as amended) (Table 1.3) have also been considered in the screening matrix where appropriate.

Section 3 of this report assesses the proposed development’s likely significant effects on the environmental factors. The basis for the Screening determination is provided within the assessment tables.

Table 1.1 Schedule 7A Information to be provided by the applicant or developer for the purposes of Screening sub-threshold development for Environmental Impact Assessment

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.
- Source: Planning and Development Regulations 2001 (as amended)*

Table 1.2 Criteria for determining whether a sub-threshold development should be subject to an EIA (as per Schedule 7 of the Planning and Development Regulations 2001 (as amended))

1. *Characteristics of the proposed development*
 The characteristics of the proposed development, in particular –
 - (a) The size and design of the whole of the proposed development,
 - (b) Cumulation with other existing development and / or development the subject of a consent for proposed development for the purposes of Section 172 (1A) (b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,
 - (c) The nature of any associated demolition works.
 - (d) The use of natural resources, in particular land, soil, water and biodiversity,
 - (e) The production of waste.
 - (f) Pollution and nuisances,
 - (g) The risk of major accidents, and / or disasters which are relevant to the project concerned, including those cause by climate change, in accordance with scientific knowledge, and
 - (h) The risks to human health (for example, due to water contamination or air pollution).
2. *Location of proposed development*
 The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to –
 1. The existing and approved land use,
 2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
 3. 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 legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;
 - vi. Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
 - vii. Densely populated areas;
 - viii. Landscapes and sites of historical, cultural, or archaeological significance.
3. *Types and characteristics of potential impacts*

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b) (i) (I) to (V) of the definition of 'environmental impact assessment report' in Section 171A of the Act, taking into account –

- (a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
- (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 development the subject of a consent for proposed development for the purposes of section 172 (1A) (b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
- (h) The possibility of effectively reducing the impact.

This EIA Screening Report will provide the Competent Authority with the information required to form an opinion as to whether the proposed development is likely to have significant effects on the environment and, as such, whether an EIA should be completed in respect thereof. It should be noted that EIA should only be completed for proposed developments which are considered likely to result in significant environmental effects, or for which insufficient information is available in order to allow such a conclusion to be reached:

“Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources.”
(European Commission, 2017; p. 23)

The assessment draws on the findings of a separate Appropriate Assessment Screening Report prepared by Roughan & O'Donovan in December 2023 on behalf of Dublin City Council. The assessment included site surveys and desk-based information.

1.4.1 Description of Effects

A key document that has informed the methodology for assessing the effects of the proposed development is the *Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022)* produced by the Environmental Protection Agency (EPA). Section 3.7 of the Guidelines includes a standardised methodology for describing effects as recreated in Table 1.3 below and forms the basis for describing the impacts as part of this assessment. The consideration of impacts includes direct, indirect, secondary and cumulative impacts as appropriate.

Table 1.3 Description of Effects

Quality of Effects:	
Positive	A change which improves the quality of the environment.
Neutral	No effects, or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.

Negative	A change which reduces the quality of the environment.
Describing Significance of effect:	
Imperceptible	An effect capable of measurement but without significant consequences.
Not Significant	An effect which causes noticeable changes in the character of the environment but without significant consequences.
Slight effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant Effects	An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment.
Very significant Effects	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound Effects	An effect which obliterates sensitive characteristics.
Describing the Extent and Context of Effects:	
Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
Describing the Probability of the Effects:	
Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measure are properly implemented.
Describing the Duration and Frequency of Effects:	
Momentary Effects	Effects lasting from seconds to minutes
Brief Effects	Effects last less than a day
Temporary Effects	Effects lasting less than a year
Short-term Effects	Effects lasting one to seven years
Medium-term Effects	Effects lasting seven to fifteen years
Long-term Effects	Effects lasting fifteen to sixty years.
Permanent Effects	Effects lasting over sixty years
Reversible effects	Effects that can be undone, for example through remediation or restoration.
Frequency of Effects	Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hour, daily, weekly, monthly, annually).
Source: EPA (2022) <i>Guidelines on the information to be contained in Environmental Impact Assessment Reports</i>	

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Need for the Development

Dublin City Council proposes to develop a high-quality cycle and pedestrian route along the river Dodder from the Liffey to South Dublin County Council and through Dun Laoghaire Rathdown County Council. This scheme on Milltown Road is a Rapid build route which will act as a link between Dartry Park and the Packhorse Bridge and onwards to Dundrum Road in advance of the Dodder Greenway. The need for the proposed development is supported by the objectives of a number of National, regional and local planning and development policies, some of these include:

- National Planning Framework 2040
- National Investment Framework for Transport in Ireland (NIFTI) (2021)
- Greater Dublin Area Transport Strategy 2022-2042, National Transport Authority
- Greater Dublin Area Draft Cycle Network Plan 2021, National Transport Authority
- Regional Spatial and Economic Strategy 2019-2031 (RSES) – Eastern & Midland Regional Assembly (EMRA)
- Dublin City Development Plan 2022-2028
- South Dublin County Council Development Plan (2016 – 2022)
- Dun Laoghaire Rathdown County Development Plan (2022-2028)

National Planning Policy

National Planning Framework 2040

Project Ireland 2040 is the Government's overarching policy for spatial planning and development in Ireland to 2040. It is comprised of two major policy documents, the National Planning Framework 2040 (NPF) and the National Development Plan 2018 –2027 (NDP). The NPF presents a broad national-level policy to guide strategic planning and development across Ireland, while the NDP sets out the 10-year public capital investment strategy required to support its implementation.

The NPF sets out ten National Strategic Outcomes (NSOs), "a shared set of goals for every community across the country" (p. 10). Among these are

- NSO No. 4 Sustainable Mobility, and;
- NSO No. 7 Enhanced Amenity and Heritage.

NSO No.4 Sustainability Mobility states:

"Dublin and other cities and major urban areas are too heavily dependent on road and private, mainly car-based, transport, with the result that our roads are becoming more and more congested. The National Development Plan makes provision for investment in public transport and sustainable mobility solutions to progressively put in place a more sustainable alternative." (p. 143)

NSO No. 7, Enhanced Amenity and Heritage, it is stated that:

"This [NSO] will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure" (p. 15).

The NPF aims to deliver this sustainable alternative by directing investment towards a number of public transport and transport infrastructure projects, including development of “a comprehensive network of safe cycling routes in metropolitan areas” (p. 143).

More specifically, “*Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan*” is identified as a ‘key future growth enabler’ for Dublin City (p. 37). The need for enhanced cycling and pedestrian infrastructure is further emphasised in National Policy Objective (NPO) No. 27, to “*Ensure the integration of safe and convenient alternatives to car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments*” (p. 82).

It is further stated under NSO No. 7 that the NPF recognises the “*Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity*”. (p.139)

By providing improved pedestrian and cycling infrastructure, the proposed development is aligned with the principles and objectives of the National Planning Framework.

National Investment Framework for Transport in Ireland (NIFTI)

In March 2021, the Department of Transport published the draft National Investment Framework for Transport in Ireland (NIFTI). The Framework will be for prioritising future investment in the transport network to support of the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework.

As part of the future network analysis completed to support investment priorities, NIFTI identifies a number of key transport challenges. Key Transport Challenge 6, ‘Increasing sustainable mode share to reduce emissions and address urban congestion’, recognises the importance of achieving a modal shift from private car and towards sustainable modes of transport to alleviate urban congestion and achieve Ireland’s climate change goals. It is further noted that investment in good quality cycling infrastructure has been a driver of modal shift elsewhere (p. 33).

To address the transport challenges, NIFTI establishes four investment priorities namely:

- (1) Decarbonisation
- (2) Protection and renewal
- (3) Mobility of people and goods in urban areas, and
- (4) Enhanced regional and rural connectivity

Projects must align with these priorities to be considered for funding. Moreover, as the NSOs are embedded in NIFTI and future investment made in accordance with the priorities it will support the delivery of the National Planning Framework over the coming decades.

Greater Dublin Area Transport Strategy 2022-2042, National Transport Authority

The Greater Dublin Area (GDA) Transport Strategy was published in January 2023 by the National Transport Authority (NTA), in accordance with Section 12 of the

Dublin Transport Authority Act, 2008. The Strategy sets out how transport will be development across the region, covering Dublin, Meath, Wicklow and Kildare, over the next two decades.

The Strategy states that:

“The objective of the transport strategy shall be to provide a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA.

When preparing a transport strategy, the Authority shall have regard to:

- *demographic, economic, social, travel and transport trends in the GDA;*
- *existing, planned and projected land use developments.”*

The Strategy outlines a number of measures that are essential in meeting its objectives. The measures that are relevant to the proposed development are:

Measure PLAN15 – Urban Design in Walking and Cycling Projects

“In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.”

Measure WALK2 – Improved Footpaths

“The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.”

Measure CYC1 – GDA Cycle Network

“It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.”

Measure CYC2 – Cycle Infrastructure Design

“It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.”

Measure CYC4 – Maintenance of Cycle Infrastructure

“The local authorities will maintain the cycle network to a high standard, ensuring that it is safe, comfortable and attractive to cycle.”

Measure TM1 – Management of Dublin City Centre

“The NTA and Dublin City Council, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve an expanding City Centre and to facilitate a post-Covid recovery based on sustainable transport...”

Greater Dublin Area Draft Cycle Network Plan 2021, National Transport Authority

The Greater Dublin Area (GDA) Draft Cycle Network Plan was published for consultation in 2021 and builds on the work of the GDA Cycle Network Plan 2013. The Draft Plan outlines an evolved set of classifications based on a progression of the existing and supported by the review of international cycle network examples. It aims to strengthen access and local permeability within Dublin and GDA towns, and cycling connectivity between them. It is noted that the plan is at draft stage and therefore has not been adopted, however it is included here for reference.

The vision for cycling across the GDA is as follows:

“The Greater Dublin Area Cycle Network seeks to be an inclusive cycling environment that is safe for all cycling abilities and ages with strong functional and recreational connectivity between homes and key destinations.” (p. 9)

The cycling objectives of the GDA Draft Cycle Network Plan have been translated into four goals:

- Increase participation;
- Improve safety and accessibility;
- Improve connectivity, and;
- Create a navigable and coherent network.

Regional Planning Policy

Regional Spatial and Economic Strategy 2019-2031 (RSES) – Eastern & Midland Regional Assembly (EMRA)

The Eastern and Midland Regional Assembly Regional Spatial & Economic Strategy (RSES) 2019 – 2031 was published in June 2019. It presents a strategic plan for the development of the Eastern and Midland Region (which takes in Counties Dublin, Louth, Meath, Kildare, Wicklow, Longford, Westmeath, Offaly and Laois) to 2031. The vision of the RSES is as follows:

“To create a sustainable and competitive [Eastern and Midland] Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.” (p. 6)

The Strategy sets out 16 Regional Strategic Outcomes (RSOs), including ‘Compact Growth and Urban Regeneration’, ‘Healthy Communities’, ‘Integrated Transport and Land Use’, ‘Build Climate Resilience’ and ‘Support the Transition to Low Carbon and Clean Energy’ – all of which are supported by the proposed development.

Further to this, Regional Policy Objective (RPO) 5.8 states that the RSES, ‘Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan’ (p.116).

Regional Policy Objective (RPO) 9.10, ‘Healthy Placemaking’, states that *“In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces...”*.

In order to ensure the provision of sufficient walking and cycling infrastructure in the region, the RSES sets out a number of objectives to “guide investment in the [region]”, including the following (p. 193):

- “Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors”;
- “Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects”;
- “Provide safe cycling routes in towns and villages across the Region” and
- “Enhance pedestrian facilities in all urban areas in the Region”.

By providing improved cycling infrastructure to tie in with the existing and future network in the GDA, the proposed development will contribute to the achievement of the objectives set out in the RSES.

Local Planning Policy

Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022- 2028 came into effect on the 14 December 2022.

The following policies and objectives support the Dodder Greenway:

“SMT01: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility, 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle)”.

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

“SMT08: To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lands, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives, and the NTA’s Cycle Network Plan for Greater Dublin Area, and the National Cycling Manual, having regard to policies G12, G16 and G18 and objectives G102 and G1016.”

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

“G18: To support the development of Metropolitan Greenways connecting Dublin Bay to regional and national greenway projects, subject to careful routing and design to ensure ecological functions are maintained and existing biodiversity and heritage is protected and enhanced. The delivery of Metropolitan Greenways is identified in the National Planning Framework as one of the key enablers for the growth of Dublin City.”

Rapid build options are being developed as part of the Dodder Greenway project with the Milltown Road scheme from Dodder Walk to Dundrum Road identified as a link

between Dartry Park and the Packhorse Bridge and onwards to Dundrum Road in advance of the Dodder Greenway. Through this rapid build development Dublin City Council can provide circa. 0.9km of walking and cycling infrastructure in advance of a Dodder Greenway.

South Dublin County Council Development Plan (2022 – 2028)

The South Dublin County Council Development Plan (2022-2028) came into effect on the 22nd of June 2022.

The following policies and objectives support the Dodder Greenway:

“SM1 Objective 1:

To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle).”

“SM1 Objective 4:

To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES / MASP.”

“SM2 Objective 1:

To achieve and monitor a transition to the County’s mode share targets of 15% Walk and 10% Cycle.”

“SM2 Objective 2:

To create a comprehensive County-wide network supported by sustainable movement studies and other permeability measures, consisting of legible, sign-posted and well-maintained:

- (i) Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan, NTA (2011) and the Cycle South Dublin project; and*
- (ii) Walking routes that link communities to key destinations, amenities and leisure activities.”*

“SM2 Objective 8:

To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and actions which may arise from the sustainable movement studies carried out to inform the plan.”

Dun Laoghaire Rathdown County Development Plan (2022-2028)

The Dun Laoghaire Rathdown County Development Plan (2022-2028) came into effect on the 21st April 2022.

The following policies and objectives support the Dodder Greenway:

“Policy Objective T4: *Development of Sustainable Travel and Transport*

It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport’s ‘Smarter Travel

A Sustainable Transport Future 2009 –2020’, and subsequent updates and the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-2035’ and subsequent updates, the RSES and the MASP.”

“Policy Objective T11: Walking and Cycling

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.”

“Policy Objective T13: County Cycle Network

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.”

2.2 Project Description

The proposed development will consist of a 0.9km walking and cycling route along the Milltown Road between Dartry Park and the Packhorse Bridge and onwards to the Dundrum Road. The proposed development will form part of the Dodder Greenway Project, which will eventually link Grand Canal Dock with Bohernabreena.

On the southern side of Milltown Road, a two-way segregated cycling route is proposed from Dodder Walk to west of the Nine Arches Bridge. This will include junction upgrades to the Dodder Walk, and South Hill and Churchtown Roads, a new toucan crossing at the existing western entrance to Shanagarry Park, two bus stops, and the provision of cyclist access to Shanagarry Park on the southside and Richmond Avenue South on the northside of Milltown Road. Tree removal, public lighting column relocation and ESB cable grounding is required to overcome road space pinch points between South Hill and the Dropping Well.

The existing one-way cycle lanes on the Nine Arches Bridge to the Dundrum Road will be retained and upgraded to current standards and protected with segregation bollards. The existing cycle lane layout will be altered on the approach to the Dundrum Road. A new toucan crossing will be provided at the existing eastern entrance to Shanagarry Park. This will allow access to the Packhorse Bridge, and the south side of the River Dodder and the Dodder Trail.

2.3 Location

The proposed development is located on the Milltown Road, in Milltown, Co. Dublin.

The location of the proposed development is as shown in Figure 2.1.



Figure 2.1 Proposed Dodder Greenway Rapid Build Scheme in Milltown Location (Basemap Source- Google)

The study area of a project is the geographic extent over which significant effects are likely to occur. The area in Figure 2.2 is defined as the study area, with a radius extending 1km from the project site. Additionally, beyond 550m around the proposed development site, there will be no discernible increase in noise, vibration or visual disturbance (Cutts et al. 2013). Therefore, 1km around the proposed development site is a conservative distance within which there will be no discernible increase in noise, vibration, or visual disturbance.

A geographical representation of the study area was produced in QGIS 3.26.1 using the proposed development boundary and publicly available OpenStreetMap.

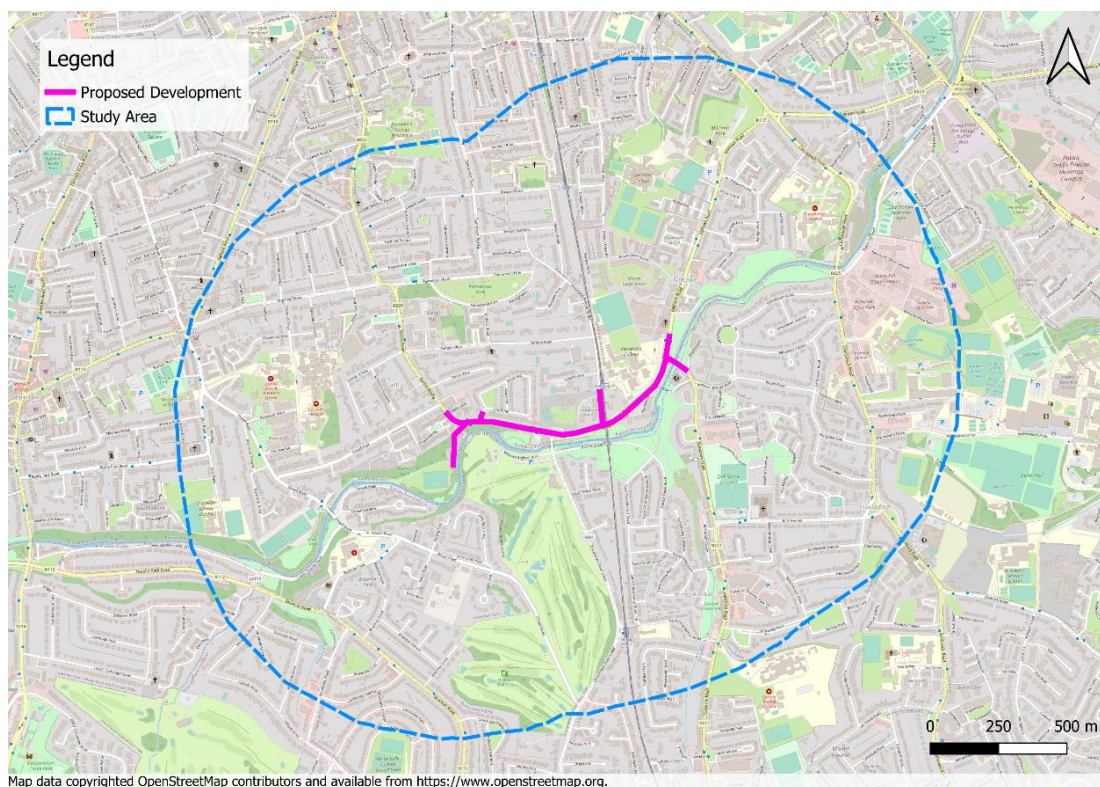


Figure 2.2 Study Area of the proposed development

2.3.1 Existing and approved land use

As per Dublin City Development Plan 2022-2028, the proposed development is surrounded by high density residential zoned neighbourhoods. The existing land use of the Zone of Influence is dominated by residential neighbourhoods followed by community and social infrastructure, and open space lands. The Land- Use Zoning categories are as following-

Sustainable Residential Neighbourhoods- Zone Z1

Land use zoning Objective - To protect, provide and improve residential amenities.

The vision for residential development in the city is one where a wide range of high-quality accommodation is available within sustainable communities, where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.

Residential Neighbourhoods (Conservation Areas)- Zone Z2

Land use zoning Objective - To protect and/or improve the amenities of residential conservation areas.

Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. A Zone Z2 area may also be open space located within or surrounded by an Architectural Conservation Area and/or a group of protected structures. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and

non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.

Community and Social Infrastructure- Zone Z15

Land use zoning Objective- To protect and provide for community uses and social infrastructure.

Z15 lands comprise a variety of sites, often consisting of long-established complexes of institutional/community buildings and associated open grounds. The existing uses on these lands generally include community, social or institutional development such as schools, colleges, sports grounds, residential institutions, and healthcare institutions, such as hospitals. Such facilities are considered essential in order to provide adequate community and social infrastructure commensurate with the delivery of compact growth and the principle of the 15-minute city. It is the policy of the Council to promote the retention, protection and enhancement of the city's Z15 lands as they contribute to the creation of vibrant neighbourhoods, healthy placemaking and a sustainable well-connected city.

Amenity/Open Space Lands/Green Network-Zone Z9

Land use zoning Objective - To protect and provide for community uses and social infrastructure.

Z9 lands are multi-functional and central to healthy place-making, providing for amenity open space together with a range of ecosystem services. They include all amenity, open space and park lands, which can be divided into three broad categories of green infrastructure as follows: public open space; private open space; and sports facilities. The role of Z9 lands in providing ecosystem services, such as improved biodiversity and ecological connectivity, nature-based surface water management, flood attenuation, river corridor restoration and climatic resilience, is also increasingly being recognised.

2.4 Cumulation with Other Existing Development

The cumulation with other existing development and/ or development that is subject to consent, for has been assessed alongside the proposed development as part of this Screening Exercise. The assessment of the likelihood of cumulative effects in cumulation with these projects is provided in Table B.1 of this Report and Appendix B.

2.5 Construction Methodology

The following activities will be undertaken as part of the construction of the proposed development:

- Tree removal
- Wall retention and strengthening works
- Site clearance
- New ducting, allowing for grounding of existing overhead ESB service and relocation of public lighting
- Relocation of public lighting to the back of new footpaths
- Casting of footpaths, kerbs, traffic islands and bus stops
- Carriageway construction and pavement installation

- Traffic signal installation
- Paving, line markings, signage and traffic signals at toucan crossing
- Bollard installation

The construction methodology for the proposed development will vary. Full depth construction will be undertaken where for the construction of ducting and the grounding of ESB services. This will involve excavating to a depth of 665mm. The scheme will then be made up of 300mm of subbase material (if required), 250mm base course, 65mm binder course and 50mm surface course. The construction of footpaths, kerbs and traffic islands will utilize typical cast in-situ concrete. Roads and cycle tracks will be surfaced using asphalt. Traffic signal poles will comprise of stainless steel. Thermoplastic ducting and general reflectorised thermoplastic road markings will also be utilized for the proposed development. While exact quantities of materials required have not been determined, the amount of aggregates that will be required during the construction phase will be relatively minor as the footprint of the proposed development is confined to the existing footpaths and carriageway along Milltown Road and Dodder Walk.

Where ducting etc is not required, a proposed works will involve a simple plane of the existing surface to a depth of 50mm, resurfacing and painting of new line markings.

Approximately eleven non- native Hornbeam trees (*Carpinus betulus*) which currently block street lighting in the area will be removed. Any trees removed will be replaced at a 2:1 ratio in the area.

The existing drainage network will be utilized and there will be no impact to the existing flood regime in the area. Dublin City Council is aware of the current Flood Defence Scheme currently being undertaken along the Dodder River and are engaging with the Flood Defence design team as this project progresses.

Phasing of the Construction Phase

The construction phase of the proposed development is expected to take between eight and ten months to complete and will be undertaken in three phases. The works will be undertaken during daylight hours. The three phases are presented below in sequence order:

Phase 1: Milltown Road (west of Churchtown Road inclusive of junction)

Where ducting etc is not required, the proposed works will involve a simple plane of the existing surface to a depth of 50mm, resurfacing and painting of new line markings.

New ducting will be installed to allow for the grounding of existing overhead ESB services and the relocation of public lighting. Traffic signals will also be installed at the toucan crossing at the Dodder Walk and at the upgraded junction at Churchtown Road Lower and Milltown Road. Dodder Walk will remain designated as a mixed traffic street. Approximately eleven trees along the north side of the Milltown Road will be removed and the retaining wall on the north side of the Milltown Road will be strengthened, as required.

Phase 2: Milltown Road (east of Churchtown Road and west of Nine Arches Bridge)

Where ducting etc is not required, the proposed works will involve a simple plane of the existing surface to a depth of 50mm, resurfacing and painting of new line markings.

New ducting will be installed to allow for the grounding of existing overhead ESB services and the relocation of public lighting. Traffic signals will be installed at the toucan crossing to the west of the Nine Arches Bridge. New pavements and associated paving, line markings and signage will be installed for the cycle facility.

Phase 3: Milltown Road (east of Nine Arches Bridge)

Where ducting etc is not required, the proposed works will involve a simple plane of the existing surface to a depth of 50mm, resurfacing and painting of new line markings.

New ducting will be installed to allow for the grounding of existing overhead ESB services and the relocation of public lighting. Ducting will be installed at the Dundrum Road junction for revised traffic signals. Traffic signals will be installed at the toucan crossing at Pack Horse Bridge and at the Dundrum Road junction. Carriageway pavement and associated paving, line markings, signage and a new toucan crossing will be installed at the Dundrum Road junction. New bollards will be installed along the cycle track.

3. SCREENING FOR EIA

3.1 Mandatory EIA

This first part of the EIA Screening exercise is to determine if EIA is required as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and Schedule 5 of the Planning and Development Regulations 2001 (as amended). Section 172 of the Act provides the legislative basis for mandatory EIA.

The assessment found that the proposed development is not of a class or exceeds a threshold specified in Schedule 5 (Part 1 or Part 2) and therefore **does not trigger a mandatory EIA** in this regard.

Similarly, the Roads Acts 1993 (as amended) outlines situations under which an EIA for a sub-threshold road project may be required. Section 50 of the Roads Act 1993 (as amended) and Article 8 of the Roads Regulations 1994 (as amended) outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development. Table 3.1 provides an overview of the relevant legislation and assesses if the proposed development meets or exceeds the mandatory threshold. The assessment found that proposed road development is not a motorway, busway or service area. It does not involve the provision of four or more lanes greater than 500m in length, and it does not involve the provision of a bridge or tunnel greater than 100m in length. Therefore, the proposed road development does not exceed any of the thresholds and does not require a mandatory EIA.

Table 3.1 Screening Matrix for mandatory EIA (Roads Act & Regulations)

Mandatory Threshold	Regulatory Reference	Assessment
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007 (as amended)	The proposed development in is not a Motorway. Mandatory Threshold Trigger not reached.
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is a not Busway. Mandatory Threshold Trigger not reached.
Construction of a Service Area or	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is not a Service Area and does not incorporate a Service Area. Mandatory Threshold Trigger not reached.
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: <ul style="list-style-type: none"> The construction of a new road of four or more lanes, or the realignment or 	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iii) of Section 50 of the Act)	The existing development is currently four lanes on Dock Road. The proposed development proposes to widen and realign existing single carriageway along Abbey Road to four lanes for 140m in length. Mandatory Threshold Trigger not reached.

Mandatory Threshold	Regulatory Reference	Assessment
<p>widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area</p> <ul style="list-style-type: none"> The construction of a new bridge or tunnel which would be 100 metres or more in length. 		<p>The proposed development does not involve the construction of a bridge or a tunnel that would be more than 100m in length.</p> <p>Mandatory Threshold Trigger not reached.</p>

3.2 Sub-threshold development Assessment

Part 10 (93) of the Planning and Development Regulations 2001 (as amended) defines “*sub threshold development*” as “*development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development.*”

For projects that fall below a class or threshold specified in Schedule 5, it is the decision of the Competent Authority to determine if an EIA (and the associated EIAR) is required to be completed. This is determined by examining if the ‘sub threshold’ development is likely to result in significant environmental effects. Significant environmental effects may arise as a result of the characteristics of the potential effects due to the nature and extent of the proposed development, and/ or its location in relation to the characteristics of the receiving environment, particularly sensitive environments.

The Schedule 7A criteria (Table 1.1 above) forms the basis for the examination of likely significant effects on the environment and are discussed in Table 3.5 below.

3.2.1 Assessment of aspects of the environment and significance of Impacts

Having regard to the location and nature of the proposed development, Table 3.2 below details the assessment of the characteristics of the proposed development and likely significance of Impact on the EIA environmental factors.

Table 3.2 Assessment of characteristics and likely significance of Impact on EIA environmental factors

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Population and Human Health	<p>Construction Phase</p> <p>As per Dublin City Development Plan 2022-28, the proposed development is surrounded by high density residential zoned neighbourhoods. The existing land use of the study area is dominated by residential neighbourhoods followed by community and social infrastructure, and open space lands. The nearest residential receptor is Shanagarry Condominium Complex, which is located across the Milltown Road, approximately 10-30m west of the proposed</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>development. The nearest sensitive receptors are Alexandra College and Junior School (35m northwest), and Parish of St. Columbanus, St. Gall and Assumption of the Blessed Virgin Mary Church (10m west).</p> <p>During construction, there is likely to be localised, slight, temporary, negative effects due to noise, dust, visual and traffic impacts to Population and Human Health. The construction period will be 8-10 months in duration and consequently, these impacts will be temporary in nature and are not considered to be significant. It is likely that closure of existing footpaths will be required during construction phase, causing temporary nuisance for the existing users. However, it is envisaged that short sections will be affected at any given time due to the linear nature of the development and appropriate signage to alternative routes will be provided to mitigate impacts for users.</p> <p>Operational Phase</p> <p>There will be a moderate, permanent positive effect on population and human health as a result of the proposed development from an improvement of the public realm, promotion of active travel, physical activity, and continuity of a cycle route along the Dodder in advance of a Permanent scheme.</p> <p>Mitigation Measures</p> <p>Standard control measures for temporary to short-term emissions of noise, vibration, dust, air pollutants and protection of watercourses will be implemented in the Construction Environmental Management Plan (CEMP).</p> <p>Additionally, traffic management measures will be put in place using the Traffic Management Plan to ensure that traffic is controlled during construction. It is expected that the risk of accidents would be low during the construction of the Greenway considering standard construction practices would be used, the scale of the proposed development would be small, and no unusual substances or technologies would be used.</p> <p>No likely significant effects are predicted.</p>	
Biodiversity	<p>Construction Phase</p> <p>The proposed development is a small greenway project which will be undertaken on existing roadways and pathways, during the daytime. As such, disturbance will not increase significantly from the baseline during the construction phase of the proposed development.</p> <p>There will be no negative effects on water quality as a result of the proposed development. Given the nature, scale and location of the proposed development, any water quality impacts, should they occur, would be very localised and will dissipate in a short time, long before reaching Dublin Bay and the European sites downstream. While exact quantities of materials required have not been determined at this stage, the amount of aggregates that will be required during the construction phase will be relatively minor as the footprint of the proposed development is confined to the existing footpaths and carriageway along Milltown Road.</p> <p>Approximately eleven non-native Hornbeam trees which currently block street lighting in the area will be removed. These are immature, small trees with no bat roost potential. It is anticipated that any trees removed will be replaced at a 2:1 ratio in the area. The trees will be removed outside the nesting bird season. If trees need to be removed, outside the nesting bird season, they will need to be inspected by an ecologist</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>for nests. If nests are found, the works will be postponed until the chicks have fledged.</p> <p>Otter surveys conducted in 2022 found six spraint samples along the River Dodder – two upstream of the proposed development and one downstream (ROD, 2022). Three otter spraints were found within 70m of the proposed development (ROD, 2022). Otter surveys conducted in 2021 found several potential Otter holts and couches along the River Dodder (ROD, 2022). Notably, a potential holt was found on the southern bank of the River Dodder opposite the Dropping Well Pub, approximately 77m south of the proposed development. Given that the River Dodder, a park, a car park and the Dropping Well Pub lie between this potential holt and the proposed development, and that the proposed development is located on existing roadways and pathways, disturbance will not increase significantly from the baseline during the construction phase of the proposed development.</p> <p>A badger sett is located in the grounds of Nullamore House, directly north of the proposed development (ROD, pers. comm). Given that proposed development is located on existing roadways and pathways, disturbance will not increase significantly from the baseline during the construction phase of the proposed development. Another sett is located on the southern bank of the River Dodder, opposite the Droppingwell pub (ROD, 2022). Given that the River Dodder, a park, a car park and the Dropping Well Pub lie between this sett and the proposed development, and that the proposed development is located on existing roadways and pathways, disturbance will not increase significantly from the baseline during the construction phase of the proposed development.</p> <p>Given the location, nature and scale of the proposed development, there will be no negative effects on biodiversity during the construction phase.</p> <p>Operation Phase</p> <p>There are no water quality impacts associated with the operational phase of the proposed development.</p> <p>There is a bat roost in a house on the Dodder Walk. Lighting in this area will be warm-white and have a low lux level in accordance with BCT guidelines (2023).</p> <p>The proposed development is a small greenway project which will be undertaken on existing roadways and pathways, during the daytime. As such, disturbance will not increase significantly from the baseline. Given the location, nature and scale of the proposed development, there will be no negative effects on biodiversity during the operation phase.</p> <p>The AA Screening Report prepared by ROD in respect of the proposed development concluded, on the basis of objective information, that the proposed development, either individually or in combination with other plans or projects, in view of best scientific knowledge, is not likely to give rise to impacts which would constitute significant effects in view of the Conservation Objectives of any European site.</p> <p>Mitigation Measures</p> <p>The design, construction and operation of the proposed development will be undertaken in line with TII Standards and Publications, and the relevant guidelines related to biodiversity. These documents specify the type of ecological surveys and mitigation measures to be carried out when planning and constructing projects of this nature. The</p>	

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>following measures will be undertaken in relation to biodiversity:</p> <ul style="list-style-type: none"> • Standard construction best practices, including CIRIA Document C532 Control of Water Pollution from Construction Sites (CIRIA, 2001) and Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes (NRA, 2008a) will be adhered to. • Tree felling should be carried out outside of the bird nesting season which is from 1st March to 31st August. If the trees need to be felled during this time, the trees must be checked by a competent and qualified ecologist. If nesting birds are found, the works will be postponed until the chicks have fledged. • The lighting design for the proposed development will be designed in accordance with Bats and Artificial Lighting at Night (BCT, 2023). <p>No likely significant effects are predicted.</p>	
Land and Soil	<p>Construction Phase</p> <p>The construction methodology outlined in section 2.4 above indicates that, where necessary, full depth construction will be implemented in limited area using standard construction materials. Given the shallow depth (665mm) and limited areas of full depth construction, it is expected to have no significant impacts on the topsoil.</p> <p>Small amounts of natural material, construction and general waste will be generated during works. However, given the nature, scale and size of the proposed development, this is not considered to be significant. Any waste produced as part of the proposed greenway will be dealt with in a sustainable manner and in accordance with all relevant environmental guidance and policy documents and the Contractors approved Construction Environmental Management Plan (CEMP).</p> <p>Operation Phase</p> <p>The operation phase will not see any increased risk to Soils and Geology.</p> <p>Mitigation Measures</p> <p>Disposal of waste material will be carried out in accordance with GE-ENV-01101 The Management of Waste from National Road Construction Projects.</p> <p>No likely significant effects are predicted.</p>	Screened out
Hydrology and Hydrogeology	<p>Construction Phase</p> <p>During construction phase, there is potential for contamination to enter the river Dodder and its tributaries. However, best practice construction management will be applied in accordance with TII, IFI and CIRIA guidelines in order to ensure that there will be no release of contaminants into adjacent lands or waterbodies. Protecting the watercourse from pollution and the introduction of invasive alien species is imperative, considering its existing 'moderate' ecological status. Earthworks will be minor and therefore will not pose a risk to groundwater. Given the shallow depth (665mm) and limited areas of full depth construction, it is expected to have no significant impacts on the existing groundwater conditions.</p> <p>Operation Phase</p> <p>The operation phase will not see any increased risk to surface or groundwater quality due to its continued use by pedestrians and cyclists.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	No likely significant effects are predicted.	
Landscape	<p>Construction Phase</p> <p>The study area encompasses National Monument Service's (NMS) SMR areas, including Packhorse Bridge, and Nine Arches Bridge.</p> <p>During the construction stage, it is inevitable that the temporary presence of plant and machinery along the river corridor will detract from certain views and amenity. However, this is considered to be only a slight temporary effect which is easily offset by the benefits accrued at the operational stage.</p> <p>Operational Phase</p> <p>The proposed development will not detract from the existing views of the river or views to or from any natural and built heritage features present. The landscape planting design has the potential to create a positive landscape and visual impact.</p> <p>Overall, it is considered that any adverse effects on the landscape will be offset by the sensitive design, the minimal new construction and the enhanced landscape planting.</p> <p>No likely significant effects are predicted.</p>	Screened out
Air and Climate	<p>Construction Phase</p> <p>The proposed development is likely to generate nuisance dust and particulate matter from the movement of vehicles transporting construction material to and from site during the construction stage. However, due to the small scale and limited works required for the majority of the route, no significant effects are likely. There are also likely to be no significant effects on climate change during construction phase as the construction traffic is likely to be small due to the small quantity of materials required for construction works.</p> <p>Operational Phase</p> <p>By facilitating and promoting a modal shift away from private car use in favour of cycling, walking or both, the operational phase of the proposed development may be expected to reduce somewhat the volume of traffic using the route, and, hence, the volume of greenhouse gas emissions generated per unit time along the route. The associated positive, permanent effect is difficult to quantify, but is not expected to be significant in magnitude.</p> <p>Mitigation Measures</p> <p>Standard mitigation measures will be implemented throughout the construction phase and will prevent/ reduce emissions to ensure that significant negative effects do not occur. Furthermore, the design, construction and operation of the proposed development will be undertaken in line with 'Green Procurement- Guidance for the Public Sector' and SEAI 'Energy Efficient Design Methodology'.</p> <p>A dust minimisation plan shall be formulated by the contractor as part of the CEMP following recommendations and guidance contained in the Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction for sensitive receptors.</p> <p>Based on the mitigation measures, significant negative effects to air quality and climate are considered unlikely.</p> <p>No likely significant effects are predicted.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Noise and Vibration	<p>Construction Phase</p> <p>As mentioned in the Population and Human Health Section, the nearest sensitive receptors are Alexandra College and Junior School (35m northwest), and Parish of St. Columbanus, St. Gall and Assumption of the Blessed Virgin Mary Church (10m west).</p> <p>Certain aspects of the proposed works may be expected to result in nuisance level noise. No particularly noisy or lengthy noise-inducing activities (e.g., piling, blasting) are proposed and it is not expected that any noise limits will be exceeded at the facades of any buildings. As stated above in respect of population and human health, any associated nuisance for residents / road-users will constitute a slight, brief to temporary (at worst) negative effect. No hydroacoustic impacts are anticipated. Structurally damaging levels of noise and vibration are not expected to occur. No piling construction is involved in the process.</p> <p>Operational Phase</p> <p>During the operational phase, there will be no increase in noise or vibration emissions as the proposed development is intended for pedestrian and cyclist use only.</p> <p>No likely significant effects are predicted.</p>	Screened out
Cultural Heritage including Archaeology and Architectural Heritage	<p>Construction Phase</p> <p>The study area encompasses National Monument Service's (NMS) SMR areas, including Packhorse Bridge, and Nine Arches Bridge. It also includes a protected structure namely' Rathgar House, St Luke's Hospital including Oaklands Drive gates, shellhouse and dairy as per the Record of Protected Structures from DCC Development Plan 2022-2028. The mentioned structures will not be directly impacted by the proposed development.</p> <p>Operational Phase</p> <p>No significant direct or indirect effects are likely to occur on protected structures and NMS SMR areas listed properties as a result of the works.</p> <p>No likely significant effects are predicted.</p>	Screened out
Material Assets	<p>Construction Phase</p> <p>There will be no land acquisition necessary for the proposed development and therefore no significant effect on businesses or property will occur. Additionally, there will be slight and temporary community severance due to the temporary closure of footpaths and/or roads. However, appropriate signage to alternative routes will be provided to mitigate impacts for users.</p> <p>It is anticipated that grounding of existing overhead utilities will be necessary over a distance of circa. 125m on Milltown Road, between South Hill residential development and the Dropping Well to deliver the proposed scheme. As part of these works it will be a requirement to install new ducting to allow for both the grounding of the existing lines and relocation of public lighting. Other than the power and public lighting services being affected, it is anticipated that there will be nominal disruption to other utilities.</p> <p>Operational Phase</p> <p>During the operational phase, the proposed development will have the additional benefits of improving connectivity for pedestrians and cyclists along the Dodder corridor.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	No likely significant effects are predicted.	
Interactions between the impacts on different factors	<p>Construction Phase</p> <p>During the construction phase, interactions will occur between air quality and climate, noise and vibration, landscape and visual and population and human health. Standard control measures proposed to reduce noise and air quality impacts during construction will result in positive effects on population and human health through the reduction in nuisances and visual effects during construction. The small scale and temporary nature of some of these interactions are not likely to result in significant environmental effects.</p> <p>Operational Phase</p> <p>During operation, the main interaction will be between landscape and visual and population and human health. The upgrade of this section of the Greenway will have a positive impact on population and human health through the enhancement of the public realm.</p> <p>No likely significant effects are predicted.</p>	Screened out
Cumulative Assessment	<p>A review of plans and projects (recently granted planning applications) was undertaken in the vicinity of the proposed development and assessed in Table B.1 in Appendix B of this EIA Screening Report. The sources of information included:</p> <ul style="list-style-type: none"> • An Bord Pleanála Website (Planning Searches); • EIA Portal (Planning Search); • Dublin City Council Online Planning Search; • Dun Laoghaire Rathdown County Council Planning Search. <p>Having considered the anticipated overall potential impact with respect to each of these developments it is considered that there are no likely significant effects on the environment when considered in combination with each other. It is therefore considered that the cumulative impact of the Dodder Greenway project in combination with existing baseline actions (the approved projects listed in Table B.1) is not significantly worse than any of the individual impacts associated with site preparation, construction and subsequent maintenance of the proposed development.</p> <p>No likely significant effects are predicted.</p>	Screened out

4. SCREENING CONCLUSION AND RECOMMENDATION

This EIA Screening Report has determined that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development. This sub-threshold development has been assessed in accordance with Schedule 7A of the Planning and Development Regulations 2001 (as amended).

This assessment has been undertaken with regard in particular to:-

1. A description of the proposed development;
2. A description of the aspects of the environment likely to be significantly affected by the proposed development; and
3. A description of any likely significant effects on the environment.

This EIA Screening found that any likely significant adverse environmental effects arising from the project will generally be moderate and short term impacts in a localised area during the construction phase and can be mitigated as part of the Construction Environmental Management Plan and Traffic Management Plan . The operational effects are likely to be positive effects.

A separate AA Screening has been completed and has informed this EIA Screening. The AA Screening assessment found that proposed development is not likely to have a significant effect on the South Dublin Bay and River Tolka Estuary SPA, South Dublin Bay SAC, North Bull Island SPA, North Dublin Bay SAC, North-west Irish Sea cSPA, or any other European site in view of best scientific knowledge and the Conservation Objectives of the site concerned, either alone or in combination with other plans or projects.

It is therefore recommended to Dublin City Council as the competent authority that the proposed development would not be likely to have significant effects on the environment by virtue of its characteristics, location, size or potential impacts and does not require an Environmental Impact Assessment Report to be undertaken.

5. REFERENCES

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APPENDIX A

PROPOSED DEVELOPMENT DRAWINGS

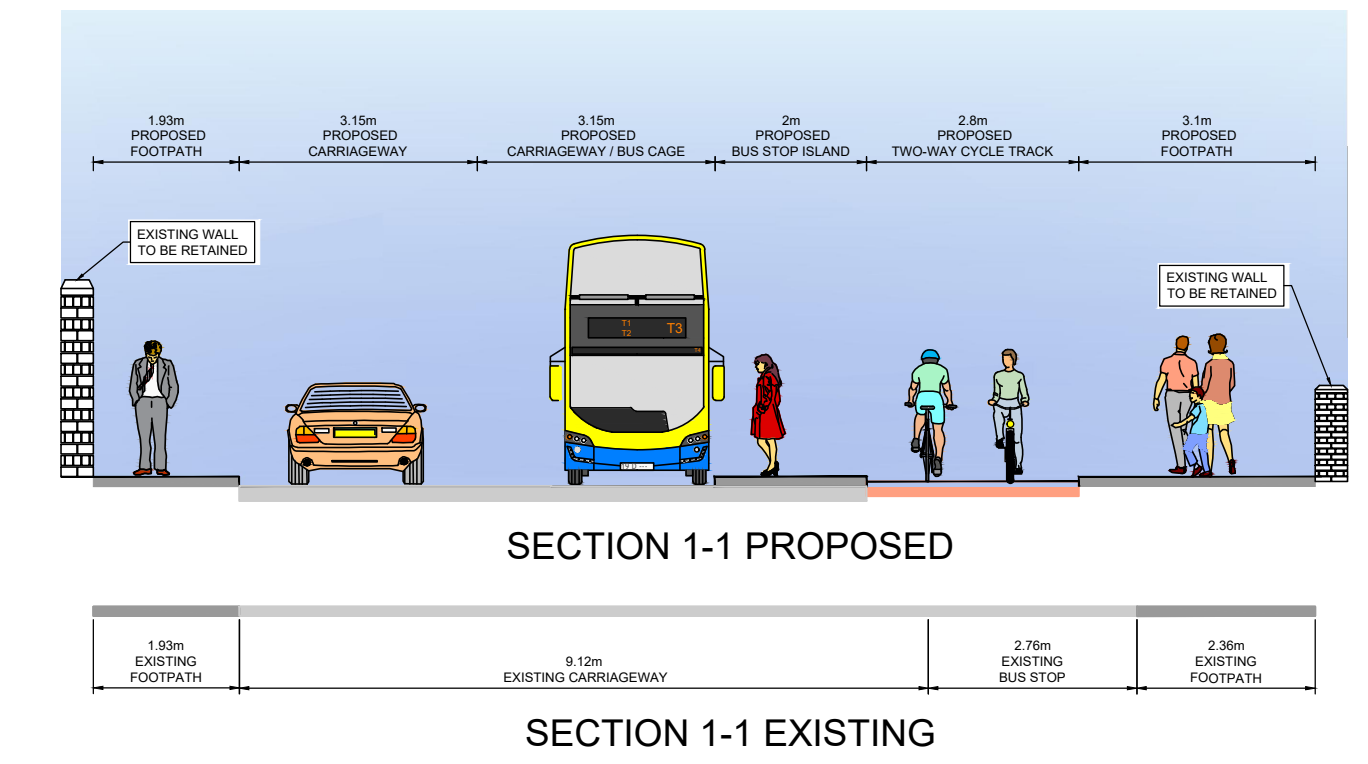


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LEGEND:

	PROPOSED CONCRETE KERB		MIXED TRAFFIC STREET
	PROPOSED CYCLE TRACK		PROPOSED RAISED TABLE
	PROPOSED CYCLE LANE		PROPOSED PEDESTRIAN PRIORITY AREA
	PROPOSED FOOTPATH		PROPOSED GRASS VERGE/ EMBANKMENT
	PROPOSED CARRIAGEWAY		PROPOSED BOLLARD
	PROPOSED BUS STOP		EXISTING KERB LINE
	PROPOSED TRAFFIC ISLAND		EXISTING WALL/ FENCE TO BE RETAINED
	PROPOSED PARKING AREA		EXISTING TREE TO BE REMOVED
	PROPOSED LOADING BAY		

NON-STATUTORY PUBLIC CONSULTATION

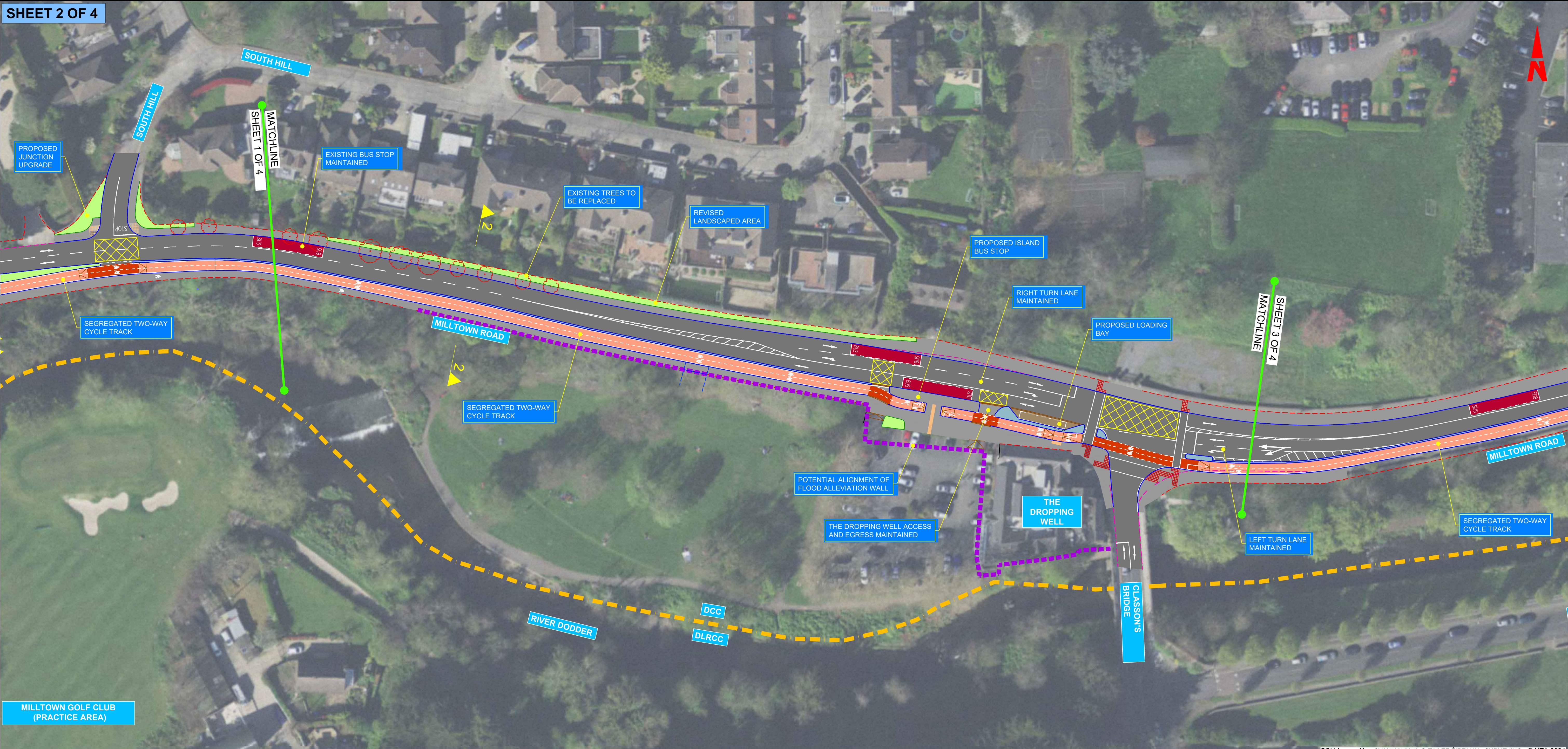


NTA ACTIVE TRAVEL SUPPORT OFFICE



(MILLTOWN ROAD DODDER WALK TO DUNDRUM ROAD) PEDESTRIAN AND CYCLIST IMPROVEMENT SCHEME - SHEET 1 OF 4

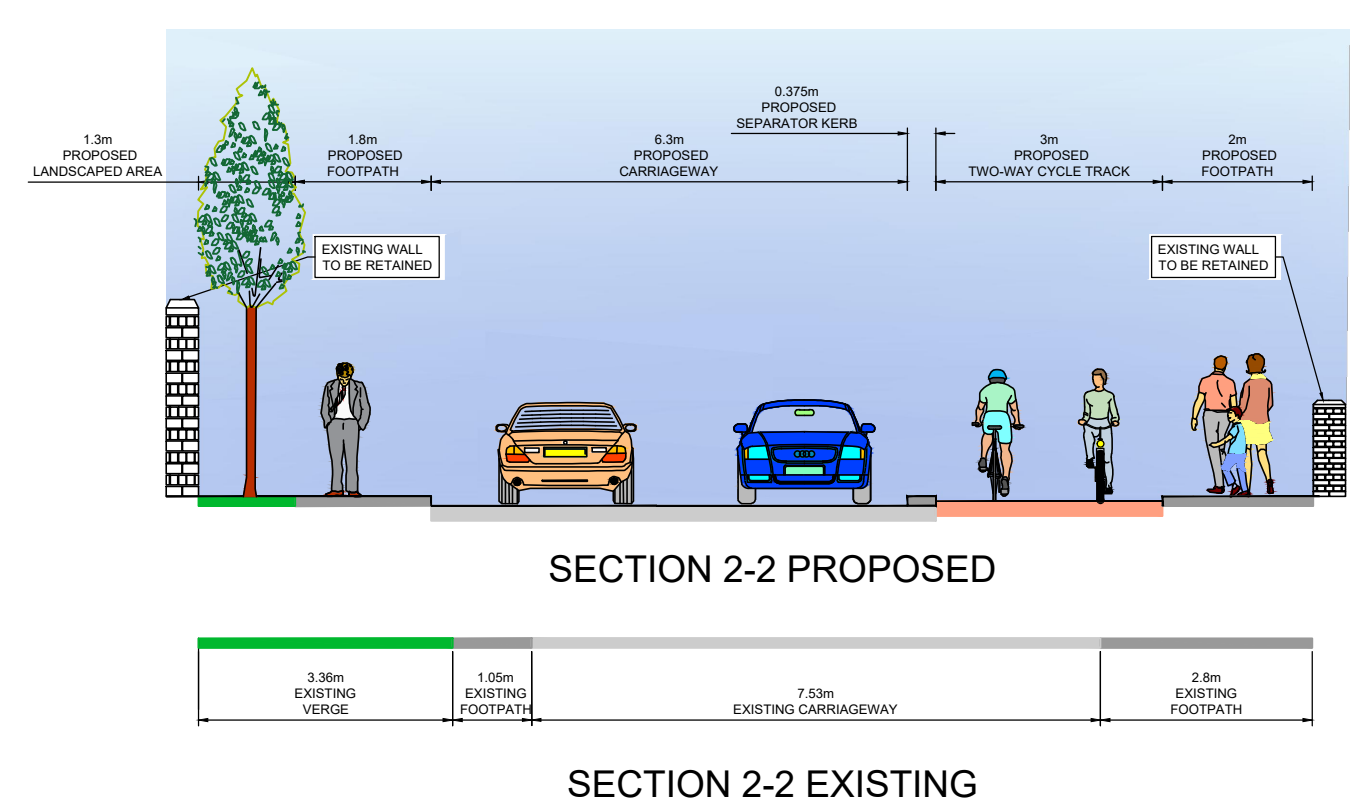




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LEGEND:

	PROPOSED CONCRETE KERB		MIXED TRAFFIC STREET
	PROPOSED CYCLE TRACK		PROPOSED RAISED TABLE
	PROPOSED CYCLE LANE		PROPOSED PEDESTRIAN PRIORITY AREA
	PROPOSED FOOTPATH		PROPOSED GRASS VERGE/ EMBANKMENT
	PROPOSED CARRIAGEWAY		PROPOSED BOLLARD
	PROPOSED BUS STOP		EXISTING KERB LINE
	PROPOSED TRAFFIC ISLAND		EXISTING WALL/ FENCE TO BE RETAINED
	PROPOSED PARKING AREA		EXISTING TREE TO BE REMOVED
	PROPOSED LOADING BAY		



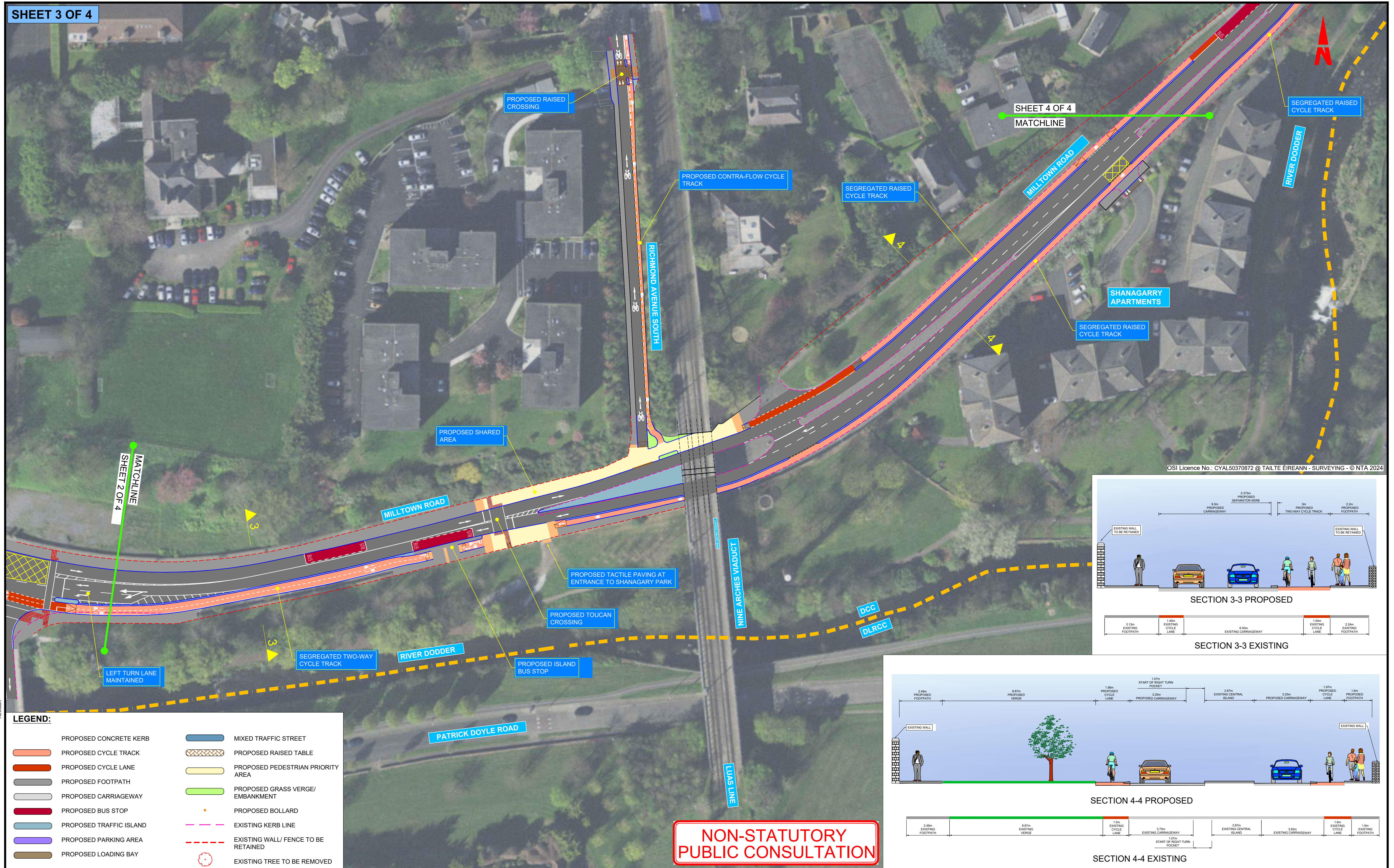
NON-STATUTORY PUBLIC CONSULTATION

NTA ACTIVE TRAVEL SUPPORT OFFICE

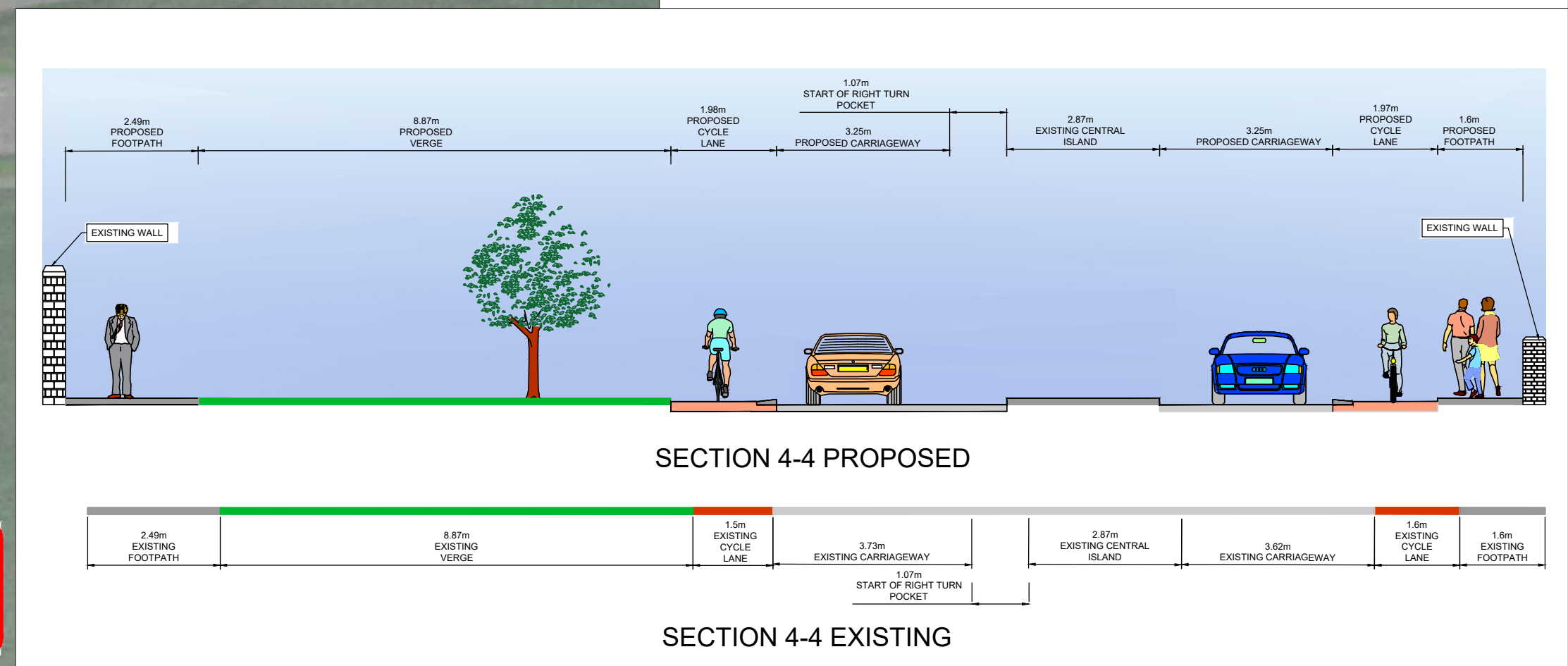
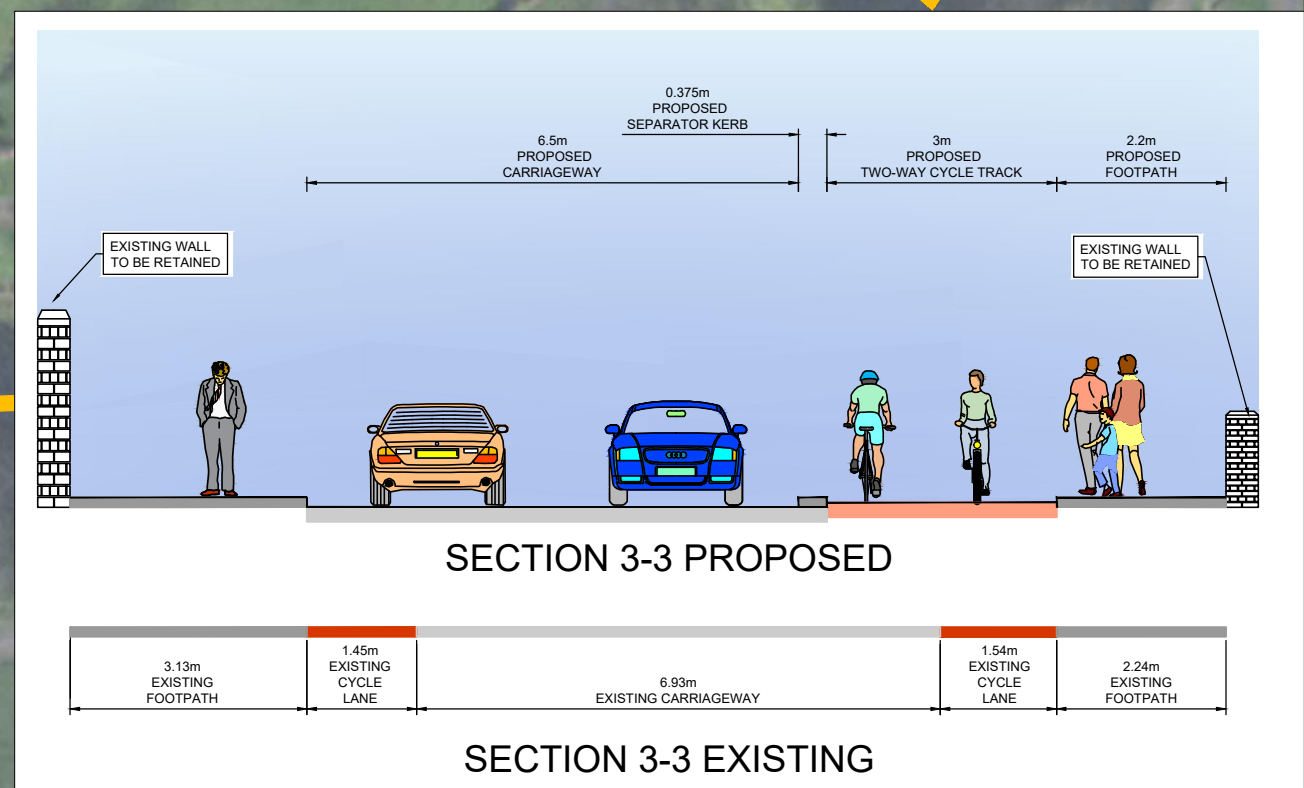


**(MILLTOWN ROAD DODDER WALK TO DUNDRUM ROAD)
PEDESTRIAN AND CYCLIST IMPROVEMENT SCHEME - SHEET 2 OF 4**





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NON-STATUTORY PUBLIC CONSULTATION

LEGEND:

	PROPOSED CONCRETE KERB		MIXED TRAFFIC STREET
	PROPOSED CYCLE TRACK		PROPOSED RAISED TABLE
	PROPOSED CYCLE LANE		PROPOSED PEDESTRIAN PRIORITY AREA
	PROPOSED FOOTPATH		PROPOSED GRASS VERGE/ EMBANKMENT
	PROPOSED CARRIAGEWAY		PROPOSED BOLLARD
	PROPOSED BUS STOP		EXISTING KERB LINE
	PROPOSED TRAFFIC ISLAND		EXISTING WALL/ FENCE TO BE RETAINED
	PROPOSED PARKING AREA		EXISTING TREE TO BE REMOVED
	PROPOSED LOADING BAY		

NTA ACTIVE TRAVEL SUPPORT OFFICE

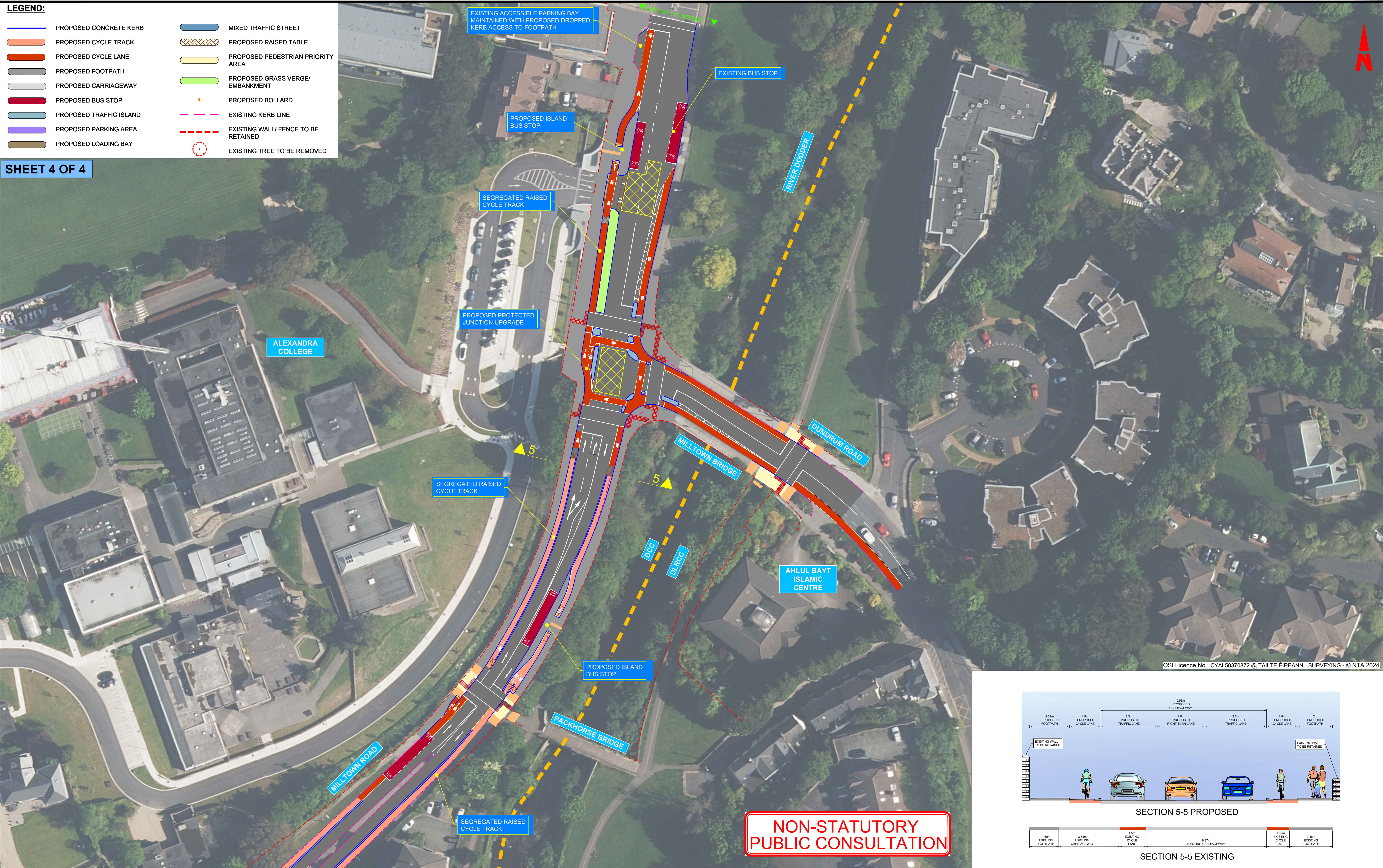


**(MILLTOWN ROAD DODDER WALK TO DUNDRUM ROAD)
PEDESTRIAN AND CYCLIST IMPROVEMENT SCHEME - SHEET 3 OF 4**

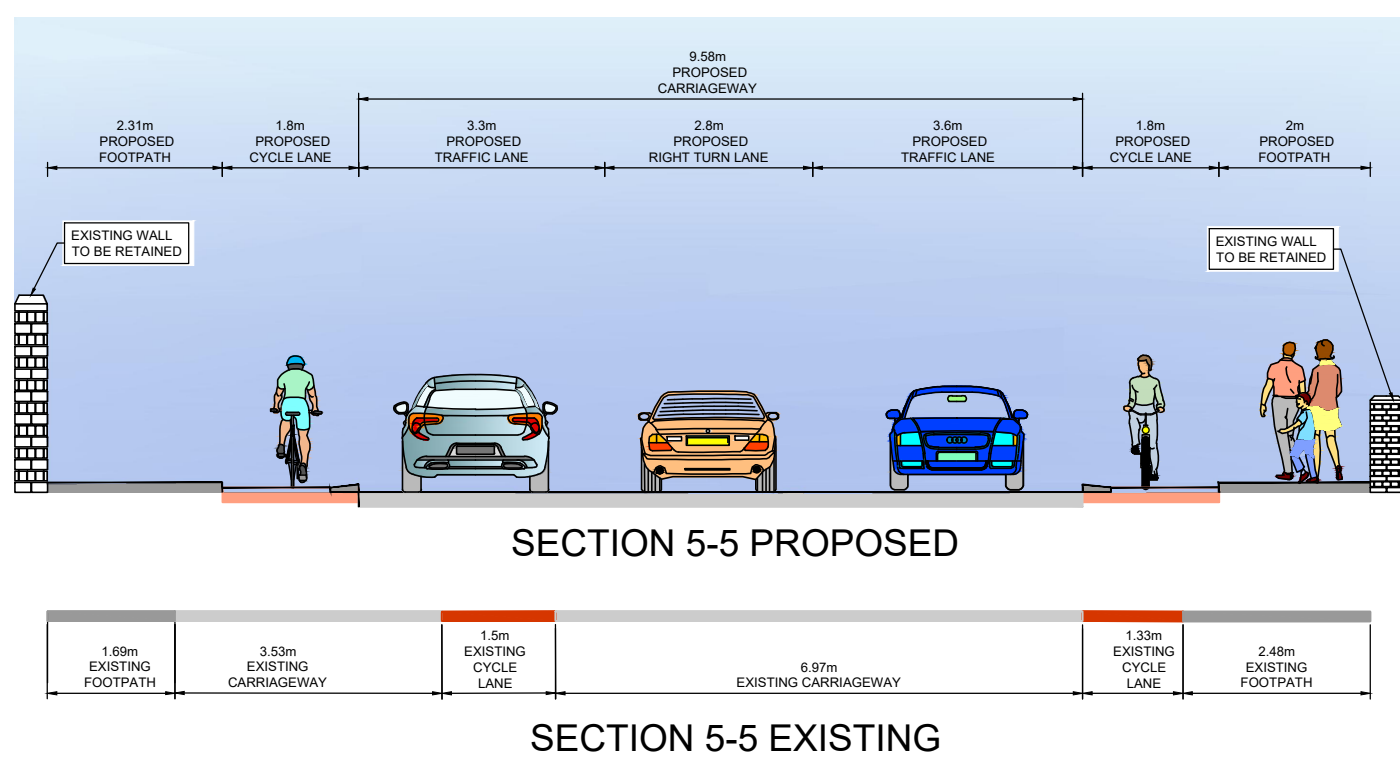


- LEGEND:**
- PROPOSED CONCRETE KERB
 - PROPOSED CYCLE TRACK
 - PROPOSED CYCLE LANE
 - PROPOSED FOOTPATH
 - PROPOSED CARRIAGEWAY
 - PROPOSED BUS STOP
 - PROPOSED TRAFFIC ISLAND
 - PROPOSED PARKING AREA
 - PROPOSED LOADING BAY
 - MIXED TRAFFIC STREET
 - PROPOSED RAISED TABLE
 - PROPOSED PEDESTRIAN PRIORITY AREA
 - PROPOSED GRASS VERGE/ EMBANKMENT
 - PROPOSED BOLLARD
 - EXISTING KERB LINE
 - EXISTING WALL/ FENCE TO BE RETAINED
 - ⊘ EXISTING TREE TO BE REMOVED

SHEET 4 OF 4



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NTA ACTIVE TRAVEL SUPPORT OFFICE



**(MILLTOWN ROAD DODDER WALK TO DUNDRUM ROAD)
PEDESTRIAN AND CYCLIST IMPROVEMENT SCHEME - SHEET 4 OF 4**



APPENDIX B

ASSESSMENT OF CUMULATIVE IMPACTS

Table B.1: Assessment of Projects in Respect of their Potential to Result in Cumulative Effects with the Proposed Development

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
<p>Dublin City Council Planning Ref.: ABP315883 Applicant: Westridge Milltown Limited Address: 'Dunelm', Rydalmount, Milltown Road, Dublin 6</p>	<p>Planning Application Lodged: 22nd February 2023 Decision Date: 27th June 2023 Demolition of structures, construction of Build to Rent apartments comprising of 63 apartments in 2 blocks with all associated site works</p>	<p>This project is approximately less than 10m north of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dun Laoghaire-Rathdown County Council Planning Ref.: ABP310138 Applicant: Winterbrook Homes Ltd. Address: Mount Saint Mary's and Saint Joseph's, Dundrum Road, Dundrum, Dublin 14</p>	<p>Planning Application Lodged: 6th May 2021 Decision Date: 25th August 2021 Demolition of existing buildings on site and part of the granite wall along Dundrum Road, excluding Small Hall, construction of 231 no. apartments, childcare facility and associated site works.</p>	<p>This project is approximately 185m southeast of the proposed development, and approximately 890m upstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Planning Ref.: ABP304461 Applicant: The Board of Governors Address: The High School, Zion Road, Rathgar, Dublin 6</p>	<p>Planning Application Lodged: 13th May 2019 Decision Date: 8th January 2020 Erection of 3 lighting poles along the eastern boundary wall and 6 lighting poles on the roof of the main school building to achieve a height from pitch level of 13m.</p>	<p>This project is approximately 535m southwest of the proposed development, and approximately 694m upstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>South Dublin County Council Planning Ref.: SD178/0003 Applicant: South Dublin County Council Address: Dodder Valley from</p>	<p>Planning Application Lodged: 22nd June 2017 Decision Date: 25th September 2017 The proposed Dodder Greenway is being developed to be a Greenway of international renown and to be on a par with the best greenways in the world. Although developed as a</p>	<p>This project is approximately 650m southwest of the proposed development and approximately 1km upstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
Orwell / Terenure to the Bohernabreena reservoirs at Glenasmole	combination of off road and on road it utilises existing facilities within the Dodder Valley as much as possible to connect the linear parkland along the route.	
South Dublin County Council Planning Ref.: ABP 249406 Applicant: Siol Schools Trust Address: Our Ladys School, Templeogue Road, Terenure, Dublin 6W	Planning Application Lodged: 17 th October 2017 Decision Date: 25 th May 2018 Air supported sports dome with associated fan units, internal lighting, drainage scheme, paths, electrical infrastructure and associated site works.	This project approximately 3.3km upstream of the proposed development and less than 20m north of the River Dodder. There are no significant effects predicted to arise from the combination of this development with the proposed development.
Dublin County Council Planning Ref.: ABP 317921 Applicant: Sandford Living Limited Address: Milltown Park, Sandford Road, Dublin 6, D06 V9K7.	Planning Application Lodged: 30 th August 2023 Decision Date: 19 th December 2023 LRD - Construction of 636 apartments and associated site works. Demolition of structures on site including Milltown Park House. The application together with the Environmental Impact Assessment Report may be inspected online at the following website set up by the applicant: www.sandfordplanninglrd.ie .	This project approximately 580m north of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.
Dublin City Council Planning Ref.: ABP300024 Applicant: Gannon Properties Address: Lands at the former Paper Mills site, bounded by the River Dodder to the East, Clonskeagh Road to the West, Clonskeagh Bridge to the South West, Dublin 6	Planning Application Lodged: 29 th October 2017 Decision Date: 4 th July 2018 Increase in apartment units from 96 to 116 with increase in block heights from 3 to 4 storeys with 30 additional parking spaces & additional bicycle spaces & associated site works.	This project is approximately 750m northeast of the proposed development 749m downstream, and directly borders the River Dodder to the northwest bank. There are no significant effects predicted to arise from the combination of this development with the proposed development.
Dublin City Council Planning Ref.: ABP314166 Applicant: Gramon Limited Address: Errigal House, Errigal Court, Eglinton Road, Dublin 4	Planning Application Lodged: 25 th July 2022 Decision Due Date: 28 th November 2022 Alterations to apartment block to include change to fire escape, extensions, provision for additional storey, increase to 28 apartments and all associated site works.	This project is approximately 976m northeast of the proposed development, and approximately 750m downstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
<p>Dublin City Council Planning Ref.: ABP307267 Applicant: The Donnybrook Partnership Address: Nos. 1, 3, 5, 7, 9, 11 Eglinton Road, Donnybrook, Dublin 4.</p>	<p>Planning Application Lodged: 2nd June 2020 Decision Date: 31st August 2020 Demolition of buildings, construction of 148 no. apartments and associated site works.</p>	<p>This project is approximately 1.3km northeast of the proposed development, and approximately 1.5km downstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Planning Ref.: ABPTA0001 Applicant: University College Dublin Address: University College Dublin, Belfield, Dublin 4</p>	<p>Planning Application Lodged: 21st September 2017 Decision Date: 9th January 2018 10-year permission for 512 student accommodation units (3006 no. bed spaces) including student facility centre, car parking and all associated site works.</p>	<p>This project is approximately 1.9km southeast of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Planning Ref.: ABP313509 Applicant: National Transport Authority</p>	<p>Planning Application Lodged: 6th May 2022 BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme. The Proposed Scheme has an overall length of approximately 8.3km and is comprised of two main alignments in terms of the route it follows, from Blackrock to the City Centre and along Nutley Lane. The Blackrock to City Centre section will commence on the R113 at Temple Hill, approximately 80m to the north of the R827 Stradbroke Road, travel along the N31 Frascati Road, the R118 Rock Road / Merrion Road / Pembroke Road, the R816 Pembroke Road / Baggot Street Upper / Baggot Street Lower, Street turn onto Fitzwilliam Lower and terminate at the junction of Mount Street Upper / Merrion Square South / Merrion Square East. The Nutley Lane section of the Proposed Scheme will commence at the tie-in with the signalised junction on the R138 Stillorgan Road on the southern end of Nutley Lane, travel along Nutley Lane and terminate at the junction with the R118 Merrion Road.</p>	<p>This project is approximately 2.3km northeast of the proposed development, and approximately 2.7km downstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
<p>Dun Laoghaire-Rathdown County Council Planning Ref.: ABP31317622 Applicant: The Land Development Agency Address: Lands at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14.</p>	<p>Planning Application Lodged: 31st March 2022 Decision Date: 25th May 2023 Demolition of existing structures, 10-year permission for the construction of 977 no. residential units (20 no. houses, 957 no. apartments), creche and associated site works.</p>	<p>This project is approximately 2882m southeast of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dun Laoghaire-Rathdown County Council Planning Ref.: ABP30442019 Applicant: Durkan Estates Clonskeagh Ltd Address: 1.969 ha site at Our Lady's Grove, Goatstown Road, Goatstown, Dublin 14, D14 N8C2 and D14 V290</p>	<p>Planning Application Lodged: 10th May 2019 Decision Date: 15th August 2019 Demolition of existing structures, permission for the construction of 132 No. residential units, with site excavation works above and below ground.</p>	<p>This project is approximately 1200m southeast of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dun Laoghaire-Rathdown County Council Planning Ref.: ABP31013821 Applicant: Winterbrook Homes (MSM) Ltd Address: Mount Saint Mary's and Saint Joseph's, Dundrum Road, Dundrum, Dublin 14</p>	<p>Planning Application Lodged: 6th May 2021 Decision Date: 25th Aug 2021 Demolition of existing structures, permission for the construction of 231 apartment units, central public park, café and afterschool childcare facility.</p>	<p>This project is approximately 200m southeast of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>South Dublin County Council Planning Ref.: SD208/0003 Applicant: South Dublin County Council (Environment) Address: Kiltipper Park, Tallaght, Dublin 24</p>	<p>Planning Application Lodged: 26th May 2020 Decision Date: 13th July 2020 Development of a public park including: Construction of 30 additional parking spaces with adjacent access footway & lengthened access roadway; New shared surface entrance and access pathway; Provision of 1 GAA pitch with vertical ball-stop netting and associated features; Provision of 2</p>	<p>This project is approximately 8.4km southwest of the proposed development and approximately 10.4km downstream. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
	<p>soccer pitches and associated features; Provision of children's playground area and linear natural play areas; Integrated landscape features including woodland areas; All associated swales, drainage, wetland areas and ancillary works; All incidental park furniture such as benches, signage, bins; All ancillary works.</p>	
<p>South Dublin County Council Planning Ref.: ABP249367 Applicant: HWBC Allsop and Capami Limited Address: Lands at Oldcourt and Bohernabreena, Tallaght, Dublin 24</p>	<p>Planning Application Lodged: 5th October 2017 Decision Date: 2nd July 2018 Construction of Main Link Street with access onto the Oldcourt Road at Gunny Hill to the east and Bohernabreena Road to the west.</p>	<p>This project is approximately 8.8km southwest of the proposed development and approximately 9.9km downstream, and approximately 98m east of the River Dodder. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Planning Ref.: ABP313043 Applicant: Terenure Land Limited Address: 'Carlisle', Kimmage Road West, Terenure, Dublin 12</p>	<p>Planning Application Lodged: 16th March 2022 Decision Date: 22nd September 2022 208 no. apartments and associated site works.</p>	<p>This project is approximately 2.9km northwest of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>An Bord Pleanála Planning Ref.: ABP307746 Applicant: South Dublin County Council Address: Whitechurch Road, Rathfarnham, Dublin 16</p>	<p>Planning Application Lodged: 29th July 2020 Decision Date: 17th December 2020 Flood alleviation works along Whitechurch Stream between St. Enda's Park and its confluence to the Owendoher River at Ballyboden Road.</p>	<p>This project is approximately 2.5km southwest of the proposed development and approximately 3.7km upstream via the Owendoher River. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Plan: Dodder Greenway-Donnybrook Road to Clonskeagh Road</p>	<p>Donnybrook Road to Clonskeagh Road has been identified as a suitable location for 0.8km of rapid build walking and cycling facilities along the Dodder Greenway corridor. When complete, the overall project will deliver high quality walking and cycling facilities along the Dodder River from the sea to the mountains through Dublin City Council, Dún Laoghaire Rathdown County Council and South Dublin County Council.</p>	<p>This project is approximately 675m upstream of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>

Plan or Project	Description of Plan or Project	Cumulative Effect(s)
<p>Dublin City Council Plan: Dodder Greenway and Flood Defence Project - Herbert Park to Donnybrook Road</p>	<p>The Dodder Greenway and Flood Defence Project - Herbert Park to Donnybrook Road, is part of the Dublin City Council (DCC) core active travel network. It is funded by the National Transport Authority (NTA) and the Office of Public Works (OPW).</p>	<p>This project is approximately 1.5km upstream of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Plan: Dodder Greenway - Beatty's Avenue to Herbert Park scheme</p>	<p>Beatty's Avenue to Herbert Park has been identified as a suitable location for rapid measures along the Dodder Greenway corridor. It will provide 0.5km of walking and cycling facilities from Beatty's Avenue to Herbert Park in advance of the Dodder Greenway project.</p>	<p>This project is approximately 2.4km upstream of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>
<p>Dublin City Council Plan: Dodder Greenway - Fitzwilliam Quay to Londonbridge Road scheme</p>	<p>Fitzwilliam Quay to Londonbridge Road has been identified as a suitable location for rapid measures along the Dodder Greenway corridor. It will provide 0.5km of walking and cycling facilities from Fitzwilliam Quay to Londonbridge Road in advance of the Dodder Greenway project. When complete, the project will deliver high quality walking and cycling facilities along the Dodder River from the sea to the mountains through Dublin City Council, Dún Laoghaire Rathdown County Council and South Dublin County Council.</p>	<p>This project is approximately 3.9km upstream of the proposed development. There are no significant effects predicted to arise from the combination of this development with the proposed development.</p>