

DLRCC Environmental Impact Assessment (EIA) Screening Determination

Project Ref: Harbour Rd Dun Laoghaire Section 38 Consultation

Applicant Name: Aecom/DLRCC

Development Location: Harbour Rd Dun Laoghaire

Site Area (Ha): c. 0.625 ha

Description of the project/proposed development and Overview:

The proposed BusConnects Network Redesign includes 8 new bus services that will terminate at Dun Laoghaire Train Station. To accommodate these new services, additional bus layover spaces are required to provide an efficient bus operation.

The purpose of this non-statutory public consultation is to provide notice of DLRCC's intention to carry out works under Section 38 of the Road Traffic Act 1994.

Scheme Objectives

- Provide 3 additional bus layover spaces in addition to the 3 already existing on Harbour Road (6 in total), allowing for the independent arrival/departure of buses.
- Provide a bus turning facility on Harbour Road to minimise bus operation time delays.
- Provide a new bus stop on Harbour Road.
- Maintain access to the cruise ship terminal and Harbour Building and ensure these elements are managed carefully during the works to minimise the impact and provide a pleasant arrival location for these passengers at all stages of construction.
- Provide for pedestrian and cycle facilities along Harbour Road, tying into the Council's Coastal Mobility Route on the east and existing pedestrian facilities on the west.

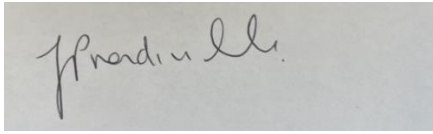
It is proposed to extend the existing bus layover spaces by the reallocation of the adjacent existing parallel car parking spaces on the south side of Harbour Road. A new small roundabout is also proposed at the entrance to the cruise terminal allowing for bus turning manoeuvres and narrowing access to the terminal, providing safer pedestrian crossing points. A new bus stop with a shelter is proposed on the northern side of Harbour Road, west of the existing signalised pedestrian crossing, and a new 2 way off road cycle path in line with the realigned footway along Harbour Road with pedestrian/ cycle priority crossing points to provide enhanced pedestrian /cycle facilities, which ties back into existing facilities via shared areas.

Determination

Having regard to the EIA Directive 2011/92/EU as amended, the Planning and Development Regulations 2001, as amended, and the Roads Act 1993, as amended, and relevant legislation and guidance; a screening report of the development for environmental impact was carried out by AECOM.

The EIA Screening Report gives full consideration to the Directive and in particular to the requirements set out in the Directive for mandatory and sub-threshold EIA and it is considered that the scheme individually and in combination with other plans and projects, does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and that the preparation and submission of an Environmental Impact Assessment Report is not therefore required.

A rectangular box containing a handwritten signature in cursive script, which appears to read "J. Prendiville".

Signed by Senior Executive Planner: Julieanne Prendiville
Date: 28/11/23