

Dundrum Bus Layover Scheme

Environmental Impact Assessment Screening Report

National Transport Authority

Project number: 60729129

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Quality information

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1 Introduction

1.1 Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report has been prepared by AECOM Ireland Limited (AECOM) on behalf of the National Transport Authority (NTA) (hereafter referred to as the 'Applicant' or 'NTA') for the provision to relocate the existing bus layover spaces at the Dundrum Main Street bus terminal and all other associated ancillary site works (hereafter referred to as the 'Proposed Scheme'). in the administrative area of Dún Laoghaire-Rathdown County Council (DLRCC). The extent of the location of the Proposed Scheme is hereafter referred to as the 'site'. The Proposed Scheme will require works to the existing road layout at multiple locations in the vicinity of the existing terminal on Dundrum Main Street

This report will inform the EIA Screening Determination which looks to establish whether the Proposed Scheme necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the 'EIA Directive') and considers the Proposed Scheme under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

Based on Schedule 7A of the Planning and Development Regulations 2001 (as amended), this report contains:

- a) A plan sufficient to identify the land.
- b) A description of the Proposed Scheme, including in particular:
 - i. a description of the physical characteristics of the Proposed Scheme and, where relevant, of demolition works.
 - ii. a description of the location of the Proposed Scheme, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- c) A description of the aspects of the environment likely to be significantly affected by the Proposed Scheme.
- d) To the extent the information is available, a description of any likely significant effects of the Proposed Scheme on the environment resulting from:
 - i. the expected residues and emissions and the production of waste, where relevant; and
 - ii. the use of natural resources, in particular soil, land, water and biodiversity.
- e) Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Scheme or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

2 Legislation and Guidance

EIA requirements derive from Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment as amended by Council Directive 97/11/EC of 3 March 1997, Directive 2003/35/EC of 26 May 2003 and Directive 2009/31/EC of 23 April 2009, which were codified in Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU was subsequently amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014. Together these comprise the EIA Directive.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether a full EIA (in the format of an EIAR) is required.

Under the Planning and Development Regulations 2001 (as amended), EIA developments fall into two Schedules. EIA is mandatory for developments listed within Schedule 5, Part 1, while Schedule 5, Part 2 developments require EIA if they are a development of a type set out in Part 2 of Schedule 5 which equal or exceed, a limit specified within Schedule 5 Part 2 in respect of the relevant class of development.

Criteria to evaluate whether significant effects on the receiving environment will arise from a Proposed Scheme are listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). A list of the relevant information to be provided by an applicant or developer for the purposes of sub-threshold EIA Screening is presented in Schedule 7A of the Regulations.

Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive in line with the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993 (as amended), to be considered when identifying any potential likely significant environmental effects of a project.

This EIA Screening Report has been prepared to assist DLRCC to undertake EIA Screening, i.e., to determine whether the Proposed Scheme meets the criteria requiring the preparation of a full EIA in the format of an EIAR.

2.1 Other Relevant Guidance

This EIA Screening Report is cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA) (2022), *'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports'*.
- Office of the Planning Regulator (OPR) (2021), *'OPR Practice Note PN02 Environmental Impact Assessment Screening'*.
- Department of Housing, Local Government and Heritage (DHLGH) (2020), *'Guidance for Consent Authorities Regarding Sub-Threshold Development'*.
- DHLGH (2018), *'Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment'*; and
- European Commission (EC) (2017), *'Environmental Impact Assessment of Projects: Guidance on Screening'*.

3 Methodology

There are three key steps when carrying out an EIA screening for a Proposed Scheme, as follows:

- **Step 1** is to determine if the proposed works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out in Annex I and II of the Directive, Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) where applicable.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in the Planning and Development Regulations 2001 (as amended) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant environmental effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment taking into account the criteria listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). There are no exacting rules as to what constitutes ‘significant’ in terms of environmental effects. The responsibility is on Planning Authorities to carefully examine every aspect of the development in the context of characterisation of the development, location of the development and type and characteristics of potential effects. It is generally not necessary to provide specialist studies or technical reports to complete this EIA screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

4 Site

4.1 Site Location

The Proposed Scheme site is located at multiple locations in the vicinity of the existing terminal on Dundrum Main Street within the administrative area of DLRCC. (Easting: 316972, Northing: 228350). The site covers an area of approximately 1.041(ha) over the existing road network. The location and context of the Proposed Scheme site and the surrounding environs are illustrated in Plate 4-1.

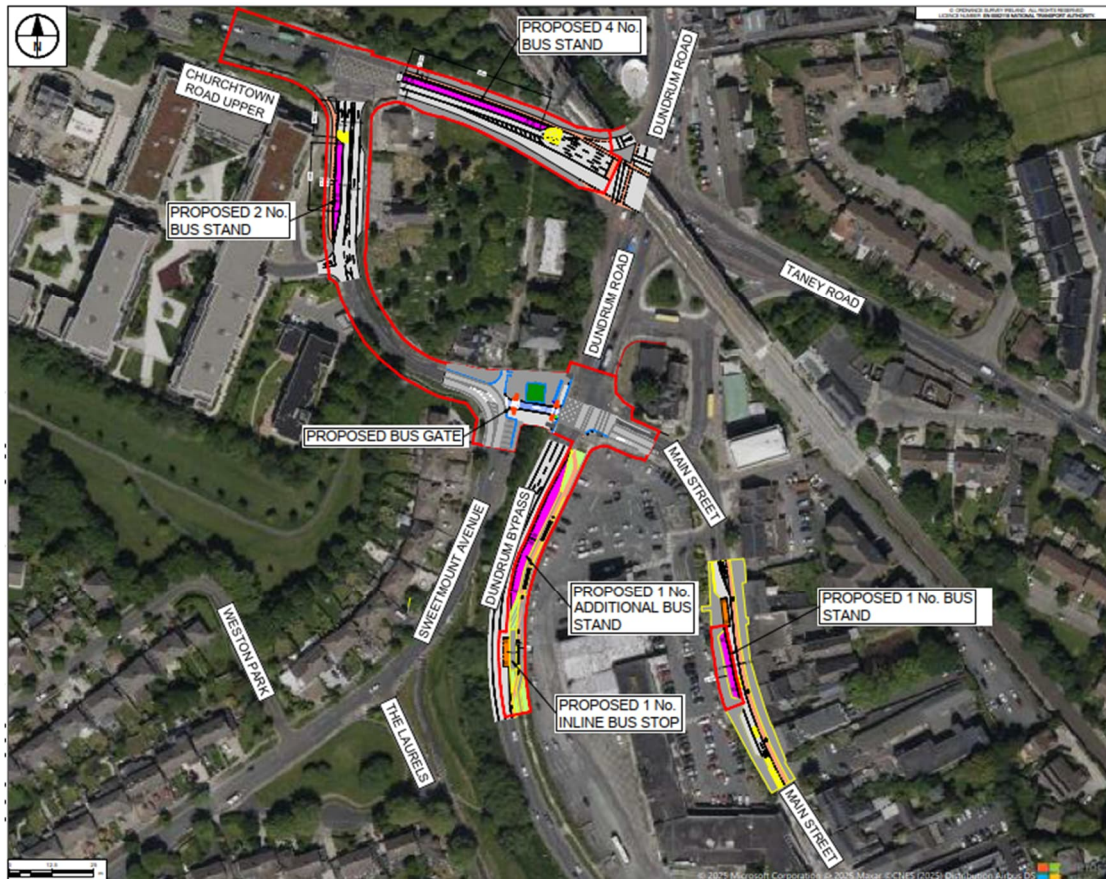


Plate 4-1: Proposed Scheme Site Location

4.2 Site Description and Surroundings

The Proposed Scheme is located in Dundrum, Dublin, within the administrative boundary of DLRCC. The site comprises a section of Dundrum's urban centre, encompassing parts of Main Street (R117), Dundrum Road, Churchtown Road Upper, Sweetmount Avenue, and the Dundrum Bypass. The red line boundary of the project area surrounds a range of existing infrastructure including roadways, footpaths, and commercial properties, primarily centred around the Dundrum Village Centre. The topography of Dundrum Main Street is on a gentle incline.

The Proposed Scheme will require works to the existing road layout at multiple locations in the vicinity of the existing terminal on Dundrum Main Street and will have to consider the requirements for safe & efficient traffic, pedestrian and cyclist movement through and within the surrounding area. A new bus only link needs to be established to allow buses to travel directly from Dundrum main street to Sweetmount Avenue / Churchtown Road Upper, which will accommodate 6 proposed bus layover spaces on Churchtown Road Upper. The Proposed Scheme comprises:

- Provision of a bus gate between Dundrum Bypass / Main Street junction with Sweetmount Avenue / Churchtown Road Upper.
- Provision of 2 bus layover spaces on Churchtown Road Upper (Northbound) (opposite St Nahi's Church).
- Provision of 4 bus layover spaces on Churchtown Road Upper (Eastbound) (before Taney Cross).
- Provision of 1 bus layover spaces on Main Street within an existing parallel parking bay. The adjacent existing bus stop will be retained.

- Provision of 1 additional bus layover space on Dundrum Bypass within an existing bus stop layby.
- Provision of a new bus stop on Dundrum Bypass.

The proposal also includes associated works such as road markings, signal upgrades, and public realm improvements. These interventions are in keeping with national and local transport strategies, including the BusConnects initiative and the Dún Laoghaire–Rathdown County Development Plan 2022–2028.

The surrounding land use is predominantly a mix of residential, commercial, community and educational functions. Several sensitive receptors are located within 50–200 metres of the Proposed Scheme. To the northwest, Goatstown Educate Together National School, located on Churchtown Road Upper, is approximately 100 m and 120 m from the Proposed Scheme boundary. This is a key educational facility serving the area.

Just adjacent to the school are the Fernbank Apartments, a dense residential complex located approximately 80 m from the Proposed Scheme. The Marlay Grange Montessori School is located slightly further away (approx. 200 m), near Taney Park.

To the west and southwest, the area is characterised by established low-density residential estates, including Weston Park, Sweetmount Avenue, and Sweetmount Park. These housing areas lie approximately 40 m to 100 m from the red line boundary. Further west is Finsbury Park, a linear public open space located approximately 80 m to 120 m from the Proposed Scheme. Within this park is the Finsbury Park Playground, a recreational facility. The community facility of Dundrum Library is also located directly adjacent to the Proposed between Dundrum Bypass / Main Street junction with Sweetmount Avenue / Churchtown Road Upper.

To the east, there are a number of medium to low-density housing estates including Taney Park, Taney Rise, Taney Lawn, and Taney Drive. These residential areas are situated approximately 40 m to 150 m from the Proposed Scheme boundary, depending on the specific location. The Taney Parish Centre, a significant community facility, is located approximately 160 m to the south east of the red line boundary, near the intersection of Taney Road and Sydenham Road.

Medical and health-related services are also present in the area. The White House Dental Practice (Dental Clinic) is situated at the northern end of the site, along Dundrum Road, approximately 60 metres from the Proposed Scheme. In addition, Village Vets Dundrum, a local veterinary clinic, is located nearby. The Dundrum Village Centre and adjacent Lidl supermarket are located either within or directly adjacent to the Proposed Scheme boundary and represent key commercial and retail functions in the area. The area also benefits from public transport access, including the Dundrum Luas Stop (Green Line), located approximately 100 m to the north east of the Proposed Scheme.

Although no open watercourses are visible within the site boundary, the Slang River runs culverted beneath sections of Dundrum Village, including areas adjacent to Main Street. Vegetation within the site is limited, consisting mostly of managed landscaping and roadside verges. More mature tree cover and open green space are found in nearby parks such as Finsbury Park.

The zoning of the surrounding area includes Objective MTC – Major Town Centre, supporting a mix of retail, commercial, community, and transport uses. Adjacent areas are zoned for residential and open space. The Proposed Scheme is in line with the wider land use and sustainable transport objectives of both national policy and the Dún Laoghaire–Rathdown County Development Plan.

5 Proposed Scheme

5.1 Overview

The existing bus layover spaces at the Dundrum Main Street bus terminal are being relocated to unlock this area for future development. DLRCC is working in conjunction with the NTA to replace the capacity of the existing bus terminal and to accommodate the increase in bus services planned under the NTA's BusConnects programme.

The Proposed Scheme will require works to the existing road layout at multiple locations in the vicinity of the existing terminal on Dundrum Main Street and will have to consider the requirements for safe & efficient traffic, pedestrian and cyclist movement through and within the surrounding area. A new bus only link needs to be established to allow buses to travel directly from Dundrum main street to Sweetmount Avenue / Churchtown Road Upper, which will accommodate 6 proposed bus layover spaces on Churchtown Road Upper. The Proposed Scheme comprises:

- Provision of a bus gate between Dundrum Bypass / Main Street junction with Sweetmount Avenue / Churchtown Road Upper.
- Provision of 2 bus layover spaces on Churchtown Road Upper (Northbound) (opposite St Nahi's Church).
- Provision of 4 bus layover spaces on Churchtown Road Upper (Eastbound) (before Taney Cross).
- Provision of 1 bus layover spaces on Main Street within an existing parallel parking bay. The adjacent existing bus stop will be retained.
- Provision of 1 additional bus layover space on Dundrum Bypass within an existing bus stop layby.
- Provision of a new bus stop on Dundrum Bypass.

All layouts and details are indicative and may be subject to change during the detailed design phase. The Proposed Scheme has been designed in accordance with the Department of Transport's 'Design Manual for Urban Roads and Streets' (DMURS) (2013) and the NTA's Cycle Design Manual (CDM) (2024).

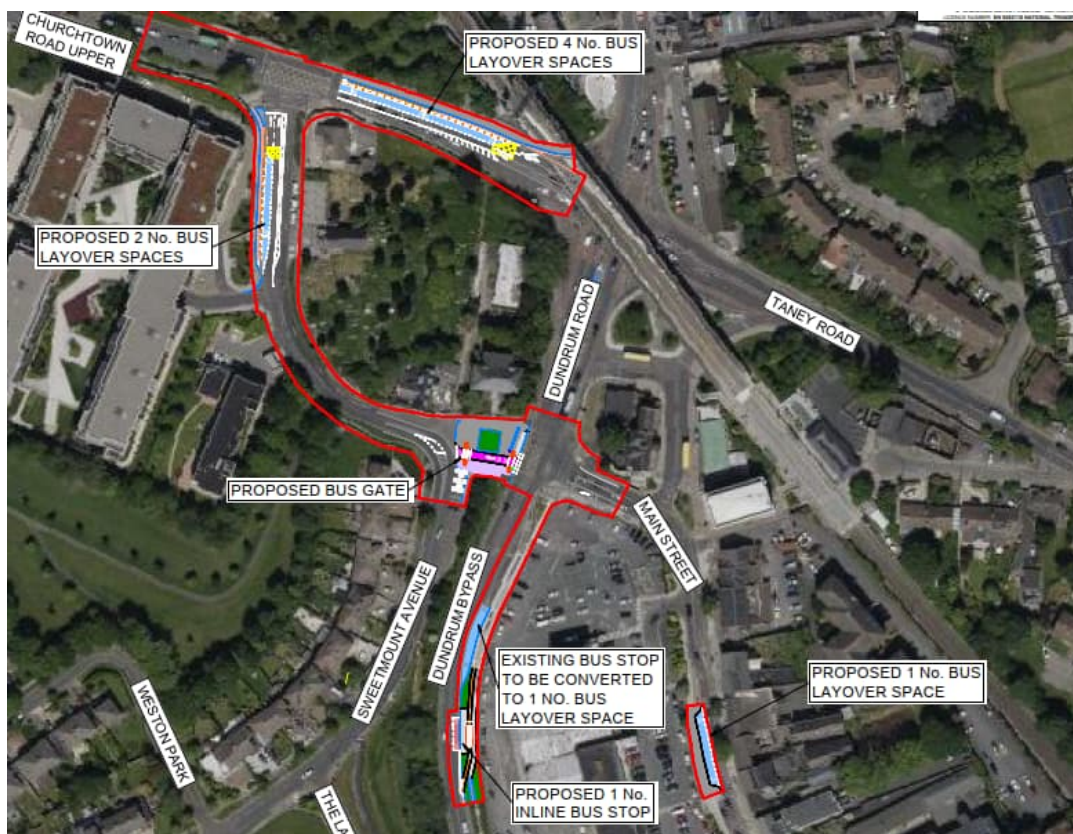


Plate 5-1: Proposed Scheme Layout

5.2 Drainage

The full extent of drainage layouts are not known at this stage; full details of the proposed changes to the existing drainage network will be confirmed at the detailed design phase.

5.3 Utilities

There is no change in lighting proposed at this present time, however the exact lighting specification for the existing and proposed lights will be determined at the detailed design stage.

Disruption of services, such as electricity outages and water supply interruptions, are not anticipated during the construction works. Nonetheless, utility surveys will be carried out ahead of the commencement of the construction works to identify any local services. In the event that disruptions become necessary, these would be brief to temporary in nature, whilst local residents and businesses would be notified in advance of the works commencing.

5.4 Construction

Construction phase activities include, amongst others, removal of road markings and kerbs; installation of new paving; installation of a new bus stops; installation of keep left bollards; and provision of footways, road markings, and other elements of the road network. The duration of the construction phase is currently uncertain; however, given the type of works proposed, it is anticipated to be short in duration.

A key mechanism for managing potential noise and vibration impacts during the construction phase will be through adherence to site working hours as agreed with DLRCC, which are anticipated to be:

- 07:00 – 19:00 Monday to Friday.
- 08:00 – 14:00 Saturday; and
- No noisy works to take place on Sundays or bank holidays.

Where construction activities are expected to generate elevated noise levels to take place, the appointed contractor (hereafter referred to as the 'Contractor') will contact DLRCC and local residents who may be affected by noise and vibration to inform them of the intended location and the duration of the works.

The construction works will be undertaken in accordance with safeguards included in a Construction Environmental Management Plan (CEMP) to be approved by DLRCC prior to the commencement of the works. The CEMP will ensure that construction is undertaken in line with industry best practices and will set out a range of measures to avoid and mitigate potential adverse environmental effects associated with the construction phase of the Proposed Scheme. Such measures will be in accordance with relevant standards and specifications, as well as best practice pollution prevention guidance and monitoring techniques. The CEMP will include measures such as controls over the routing of construction vehicles, construction noise levels, drainage, and the handling and disposal of potentially contaminated soil and materials. The Contractor will be responsible for preparing, implementing, and reviewing the CEMP throughout the construction phase of the Proposed Scheme.

Waste and materials management during the construction phase will be managed in accordance with a Resource and Waste Management Plan (RWMP), which will form part of the CEMP. The RWMP will include consideration of opportunities to design out waste and improve materials efficiency, with efforts made to maximise on-site reuse and off-site recycling and recovery of any waste construction material generated. The Contractor will be responsible for preparing, implementing and reviewing the RWMP throughout the construction phase, including the management of all suppliers and sub-contractors.

A Construction Traffic Management Plan (CTMP) will also be prepared as part of the Contractor's CEMP and agreed with DLRCC. The CTMP will adhere to relevant guidelines and requirements, such as the Department of Transport's (DoT's) *Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Sign Roadworks* (2019) and Safety, Health & Welfare at Work legislation including the 2005 Act, the Safety, Health and Welfare (Construction) Regulations 2013, and any amendment to them (the Construction Regulations).

5.5 Operation

The Proposed Scheme will become a permanent addition to the local road network that supports a vital increase in sustainable transport in the area.

The Proposed Scheme will be designed to reduce operational impacts by incorporating appropriate control measures. The Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

Throughout the operational lifetime of the Proposed Scheme, maintenance activities will be carried out as required (e.g., repainting of road markings). The potential environmental effects associated with the Proposed Scheme's operational phase routine maintenance activities will be similar in nature, but smaller in scale and shorter in duration, as compared to those of the construction phase. As such, the environmental effects of the Proposed Scheme operational phase maintenance activities are not considered separately herein.

The decommissioning phase is not considered as part of this EIA Screening Report as the Proposed Scheme is envisioned to become a permanent addition to the local road network.

6 EIA Screening

It is necessary to determine whether the Proposed Scheme constitutes EIA development under the Planning and Development Regulations (2001) as amended and Roads Act 1993 (as amended).

6.1 Roads Act 1993 (as amended), Section 50

The screening of the Proposed Scheme against Section 50 of the Roads Act 1993 (as amended) is contained in Table 6-1. As the Proposed Scheme is not a type of development listed within Table 6-1, a mandatory EIA culminating in the preparation of an EIAR is not required as per the requirements of the Roads Act 1993 (as amended).

Table 6-1: Screening Criteria under the Roads Act 1993 (as amended)

Criteria	Comment	Is EIA Required on this Basis?
S. 50.- (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:		
(i) Construction of a motorway	The Proposed Scheme does not include the construction of a motorway.	No
(ii) Construction of a busway ¹	The Proposed Scheme does not include the construction of a busway.	No
(iii) Construction of a service area	The Proposed Scheme does not include the construction of a service area.	No
The prescribed types are given in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act 1993 (as amended) as:		
a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area	The Proposed Scheme does not include the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes.	No
(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.	The Proposed Scheme does not include the construction of a bridge or tunnel.	No
S. 50. – (1) (b) to (d) require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.	The potential for likely significant effects has been considered further under Section 6.4 of this report.	No Refer to Section 6.4 of this report.

6.2 Planning and Development Regulations 2001 (as amended)

The following elements should be considered in determining whether the Proposed Scheme constitutes EIA development under the Planning and Development Regulations 2001 (as amended):

- If the Proposed Scheme is of a type listed in Schedule 5, Part 1.
- If not, whether:
 - it is listed in Schedule 5, Part 2; and
 - any part of it is located within a sensitive area; or

¹ "A busway means a public road or proposed public road specified to be a busway in a busway scheme approved by the Minister under section 49." Source: Roads Act 1993 (as amended), Part 4, 44(1).

- it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/ or
- it would be likely to have significant effects on the environment.

6.2.1 Schedule 5 Part 1

EIA is mandatory for developments listed in Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). Schedule 5, Part 1 developments are large scale developments for which significant environmental effects would be expected and comprise developments such as new airports and power stations.

The Proposed Scheme is not a type listed in Schedule 5, Part 1 and a mandatory EIA is not required on this basis.

6.2.2 Schedule 5 Part 2

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) sets out specified limits for Proposed Schemes for which an EIA culminating in the preparation of an EIAR is required, should a Proposed Scheme exceed the specified limits.

The screening of the Proposed Scheme against Part 2 of the Planning and Development Regulations 2001 (as amended) is contained in Table 6-2.

Table 6-2: Screening Against Relevant Thresholds under Section 5, Part 2

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares (ha) in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20ha elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The area of Proposed Scheme is approximately 1.041ha.	No
Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	The potential for likely significant environmental effects has been considered in Section 6.4 of this report.	No Refer to Section 6.4 of this report.

Source: Planning and Development Regulations 2001 (as amended)

As the Proposed Scheme is not a type of development identified in Schedule 5 Part 2 of the Planning and Development Regulations 2001 (as amended), there is no automatic requirement under the EIA Directive for the Proposed Scheme to be subjected to EIA. Notwithstanding this, the Applicant is a responsible developer and is committed to demonstrating that the Proposed Scheme will not result in significant effects on the environment. As such, this EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Scheme on the receiving environment with regard to Schedule 7 of the Planning and Development Regulations 2001 (as amended).

6.3 Selection Criteria for Screening Schedule 5 Development

Schedule 7 of the Planning and Development Regulations 2001 (as amended) sets out the selection criteria for screening Schedule 5 developments. These relate to specific matters, including:

1. The characteristics of the development (discussed under Section 6.4.1 of this report);
2. The location of the development (discussed under Section 6.4.2 of this report); and
3. The characteristics of the potential impact (discussed under Section 6.4.3 of this report).

These factors need to be taken into account as part of the EIA screening process and are set out in the following sections.

6.3.1 Characteristics of Proposed Scheme

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), “the characteristics of Proposed Schemes, with particular regard to:

- a) *The size and design of the whole Proposed Scheme.*
- b) *Cumulation with other existing development and/ or approved development the subject of a consent for proper 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 relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and*
- h) *The risks to human health (for example due to water contamination or air pollution). ”*

6.3.2 Location of Proposed Scheme

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), “the environmental sensitivity of geographical areas likely to be affected by Proposed Schemes, with particular regard to:

- a) *The existing and approved land use.*
- b) *The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.*
- c) *The absorption capacity of the natural environment, paying particular attention to the following areas:*
 - i. *wetlands, riparian areas, river mouths.*
 - ii. *coastal zones and the marine environment.*
 - iii. *mountain and forest areas.*
 - iv. *nature reserves and parks.*
 - v. *areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive.*
 - 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; and*
 - viii. *landscapes and sites of historical, cultural or archaeological significance.”*

6.3.3 Types and Characteristics of Potential Impacts

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), “the likely significant effects on the environment of a Proposed Scheme 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 Planning and Development Act 2000 (as amended), take 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 Scheme 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 EIA Directive by or under any other enactment; and*
- h) *The possibility of effectively reducing the impact."*

The following section provides a review of these criteria and requirements specifically addressing the Proposed Scheme.

6.4 Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Scheme

Table 6-3: Characteristics of the Proposed Scheme

Criteria	Proposed Scheme
(a) the size and design of the whole of the Proposed Scheme	
<i>Will the size and design of the whole project be considered significant?</i>	The Proposed Scheme involves the relocation of the existing bus layover spaces at the Dundrum Main Street bus terminal and all other associated ancillary site works. The area of Proposed Scheme site covers an area of approximately 1.041ha and is not significant within the setting of the surrounding environs, which is characterised by commercial and retail areas.
(b) cumulation with other existing development	
<i>Will other existing project and/ or approved project be able to affect the project?</i>	<p>A desktop search of proposed and existing planning applications was carried out on 12th September 2025 (refer to Appendix C). The search used publicly available data from the MyPlan.ie's 'National Planning Application' database, An Coimisiún Pleanála's (ACP) database and DLRCC's Planning Portal. The scope of the search was based within a 1-kilometre (km) radius from the boundary of the Proposed Scheme site and limited to committed developments which have been approved by DLRCC or ACP within the last five years or are currently pending determination of planning decision.</p> <p>A review of planning data indicates that there have been over 700 approved planning applications within a 1 km radius of the Proposed Scheme site over the past five years. The majority of these applications are of a small-scale nature, including proposals for individual residential units, domestic extensions, retention permissions, and other minor works. Therefore, in Appendix C only the relevant major developments within 1km of the Proposed Scheme are included.</p> <p>These applications have gone or are progressing through the planning process and will, like the Proposed Scheme, implement standard and best practice mitigation measures to manage potential environmental impacts during the construction phase. This will include, for example, the preparation of a CTMP to manage construction traffic and deliveries. Providing compliance with standard best practice mitigation measures on all sites, it is anticipated that the likelihood and severity of any temporary cumulative effects will be appropriately mitigated. Taking this into consideration as well as the nature of the Proposed Scheme and its anticipated short construction phase, no significant cumulative environmental effects are likely to occur.</p> <p>During the operational phase of the Proposed Scheme, development applications identified in Appendix C will result in an increase in the number of residents and/or employed staff in the area. The Proposed Scheme will support the provision of public transport services which will contribute towards the sustainable development</p>

Criteria	Proposed Scheme
	of the area, with the potential to reduce localised impacts associated with traffic and noise and air emissions from private vehicles. Taking this into consideration as well as the lack of significant environmental effects during the operational phase of the Proposed Scheme, no significant cumulative effects are likely to occur.
(c) the nature of any associated demolition works	
Will the construction of the project include any significant demolition works?	The Proposed Scheme will require the breakout of existing hardstanding surfaces and kerbs to accommodate the proposed alterations. No significant demolition works, such as the demolition of buildings, are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	<p>Materials required for the Proposed Scheme will likely include precast kerbs, paving, stone, aggregate, asphalt and paint. Exact quantities of materials required will be identified at the detailed design stage, however, these will not be significant given the scale and nature of the works.</p> <p>It has been assumed that all materials will be sourced locally to minimise transportation distances. Materials shall be reused where possible onsite in line with waste regulations.</p> <p>A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to the works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point will water be abstracted from rivers or streams.</p> <p>The Proposed Scheme does not require the localised clearance of overhanging vegetation and, no trees/ hedgerows will to be removed as part of the works during the construction or operational phases of the Proposed Scheme.</p> <p>During the operational phase, the use of materials will be similar to that of the construction phase but limited to maintenance works as necessary.</p> <p>Taking into consideration the size, scale, and type of Proposed Scheme, the use of natural resources is not considered to be significant.</p>
(e) the production of waste	
Will the project produce wastes during construction or operation or decommissioning?	<p>The Proposed Scheme will generate waste primarily during the construction phase, with minimal waste expected during operation.</p> <p>Construction waste will be kept to a minimum with contaminated waste (should it occur) and demolition waste being removed off site. Non-hazardous and hazardous waste generated during the construction phase will potentially comprise (but not be limited to) soil, concrete, asphalt, and associated sub-base, tar and tar products, metal, cardboard and plastic packaging, and paint.</p> <p>Prior to construction of the Proposed Scheme, the Contractor will prepare a RWMP which will include measures to segregate all construction waste into recyclable, biodegradable, and residual wastes, including any litter arising during the construction phase. Where waste is produced, it will be managed in accordance with relevant Irish waste management legislation and guidance and, in particular, any materials that cannot be reused (e.g., contaminated soils identified on-site, if any) will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification, or exemption. Waste stored on-site will be located away from any sensitive receptors within appropriate waste receptacles.</p> <p>During the operational phase, the type of waste generated will be similar to that of the construction phase but limited to maintenance works as necessary.</p> <p>Taking into consideration the preparation and implementation of the RWMP by the Contractor, and given the scale and type of Proposed Scheme, it is unlikely that the Proposed Scheme will result in significant quantities of waste.</p>
(f) pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	<p>During the construction phase of the Proposed Scheme, there is potential for increased dust and exhaust emissions to air as a result of construction machinery/ activities. These will be temporary and likely minor given the scale of the construction works. In addition, these emissions will be managed through adherence to the Contractor's CEMP which will include measures to reduce air emissions; for example, plant and equipment will be maintained and turned off when not in use.</p> <p>During any maintenance works required during the operational phase, dust and exhaust emissions may be similar to that during the construction phase but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and air emissions.</p>

Criteria**Proposed Scheme*****Will the project cause:***

Noise and vibration	<p>Construction activities will produce noise and vibration which may result in an adverse impact on nearby sensitive receptors, such as residential receptors and employment areas adjacent to the site. Construction activities will be short in duration and programmed to minimise potential noise impacts on nearby receptors. In addition, construction mitigation measures set out in the Contractor's CEMP will include noise and vibration limits as per best management practices.</p> <p>During any maintenance works required during the operational phase, noise and vibration emissions will be similar to those of the construction phase but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, there will be noise emissions associated with bus movements; however, these will be minor whilst the Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise emissions.</p>
Release of light	The Proposed Scheme will not cause release of light.
Heat	The Proposed Scheme will not cause release of heat.
Energy	The Proposed Scheme will not cause release of energy.
Electromagnetic radiation	The Proposed Scheme will not cause release of electromagnetic radiation.

Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?

The Proposed Scheme site is located within the Dundrum area of Dublin and lies over the Dublin Bay groundwater body (ID: IE_WE_G_0033), characterised predominantly by a mixed aquifer system consisting of bedrock with limited karst features and classified as having 'Moderate' vulnerability to groundwater contamination (EPA, 2025a).

There are several surface water features in the vicinity of the Proposed Scheme, with the Slang River located approximately 500m to the east and the River Dodder approximately 1.5km to the northeast. Both watercourses ultimately drain into Dublin Bay, a sensitive ecological receptor. Of note, the Slang River is known to be culverted beneath parts of Dundrum, including areas proximate to the Proposed Scheme site. This may influence surface water flow and drainage considerations during construction.

During the construction phase, potential pollution pathways and nuisances to consider include, but are not limited to:

- Leaks and spills of hydrocarbons and other construction materials;
- Runoff and sediment-laden water from exposed soils; and
- Disturbance of existing surface contamination associated with the current road network and urban environment.

Given the urban nature of the site and the ongoing use of roads within the Proposed Scheme boundary, there is potential for legacy contamination related to road use (e.g., hydrocarbon drips and spills). No significant contamination has been reported to date; however, any soils encountered during excavation works suspected of contamination will be managed in line with best practice guidance and the Contractor's Remediation and Waste Management Plan (RWMP).

The Contractor's Construction Environmental Management Plan (CEMP) will include emergency response procedures for potential spills, alongside best practice mitigation measures to prevent pollutant entry to soils and watercourses. These will reference industry standards such as:

- CIRIA (2001), 'Control of Water Pollution from Construction Sites. Guidance for Consultants and Contractors' (C532);
- CIRIA (2006), 'Control of Water Pollution from Linear Construction Projects. Site Guide' (C649); and
- CIRIA (2006), 'Control of Water Pollution from Linear Construction Projects. Technical Guidance' (C648D).

The likelihood of significant pollution incidents during construction is considered low, provided adherence to the CEMP and site-specific mitigation measures. Operational phase risks are similarly low, limited primarily to maintenance activities associated with the bus stands and road infrastructure.

(g) the risk of major accidents, and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge

Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?

Ireland is generally at low risk of major natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and the likelihood of tsunamis is extremely low. While landslides can occur in specific upland regions, they are not relevant to the Dundrum area or the Proposed Scheme site. However, flooding remains a recurring natural hazard in Ireland, particularly in urban areas with historical drainage constraints.

Criteria**Proposed Scheme**

	<p>A review of the Office of Public Works (OPW) Flood Maps indicates that the Proposed Scheme site is within the Eastern CFRAM Study area, specifically under the River Dodder Catchment. The nearest flood risk area is associated with the Slang River, a partially culverted stream which flows through Dundrum. However, the Proposed Scheme site itself is not located within a fluvial or coastal flood zone identified as being at high or moderate risk.</p> <p>As part of the detailed design phase, all drainage associated with the Proposed Scheme will be designed in line with current standards. This includes provision for increased rainfall intensities, with climate change allowances of +20% factored into the design of drainage infrastructure to ensure resilience. Where relevant, the design will also take into account the influence of existing culverted watercourses such as the Slang River.</p> <p>Given the short-term nature of construction activities and the location of the site outside areas known to be at significant flood risk, the likelihood of major accidents or disasters arising from natural hazards is considered to be low. Nonetheless, the Contractor will be required to implement standard control measures to ensure that drains and nearby surface water infrastructure remain clear of debris and sediment throughout the works.</p> <p>During the operational phase, DLRCC will be responsible for implementing a contingency and maintenance plan for the Proposed Scheme, including emergency procedures in the unlikely event of flooding or other unforeseen natural events.</p>
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	<p>There are no reports of landslide events occurring at or near the location of the Proposed Scheme site. The area is not considered susceptible to earthquakes, subsidence, or landslides. There is no record of karst features, mineral localities, or active quarries in the surrounding area (GSI, 2025b). The underlying geology in the Dundrum area comprises Dinantian Upper Impure Limestones, typical of the wider Dublin Basin, and does not present known geological instability.</p> <p>According to DLRCC's Climate Change Action Plan (2019–2024), the county is exposed to various climate-related risks, including heavy rainfall events, pluvial flooding, storms, heatwaves, and longer dry spells that may lead to drought conditions. Cold weather events and snow are less frequent but can still occur. While heatwaves and droughts can result in road surface damage and an elevated risk of wildfires, these impacts are generally localised and considered low in severity.</p> <p>The construction phase of the Proposed Scheme will be undertaken in accordance with the Contractor's Construction Environmental Management Plan (CEMP), which will include procedures for monitoring Met Éireann severe weather alerts. Provisions will be made to halt works and secure the site in the event of hazardous weather conditions, such as high winds or heavy rainfall. Similar protocols will be followed during the operational phase during routine maintenance activities, ensuring safety and continuity of the infrastructure.</p> <p>Taking into account the location, nature, and scale of the Proposed Scheme—as well as anticipated adherence to climate-resilient design and safety procedures—the risk of major accidents or disasters associated with severe weather events is considered to be low.</p>

(h) the risks to human health (for example, due to water contamination or air pollution)

Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	<p>The Proposed Scheme is located within the Dundrum-Balally Electoral Division (ED), under the administrative area of Dún Laoghaire–Rathdown County Council (DLRCC). According to Census 2022, approximately 89.2% of residents in this ED reported their general health as 'Very Good' or 'Good', while only 1.4% reported being in 'Bad' or 'Very Bad' health (CSO, 2023).</p> <p>Air quality in the Dublin region is generally good. According to the Environmental Protection Agency's (EPA) Air Quality Index for Health (AQIH), the area around Dundrum is typically rated between '2 – Good' and '3 – Good', indicating a low risk to health from air pollution. No exceedances of EU legal limit values for key air pollutants (e.g. PM₁₀, PM_{2.5}, NO₂) were recorded in the region during 2023, in compliance with the Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (EPA, 2024; 2025b).</p> <p>During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to, increases in dust and exhaust emissions to air as a result of construction machinery and activities, and pollution events impacting disturbed/ excavated soils. However, construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP, which will include, for example, emergency response procedures in the event of spills/ leaks of contaminants, as well as the control of dust and exhaust emissions to air. In addition, although elevated noise levels are known to occur along this road (ranging between 60 to >75 decibels (dB) during the day), construction noise will be temporary and managed in accordance with the CEMP.</p>
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Criteria	Proposed Scheme
	<p>Given the scale and type of Proposed Scheme, the anticipated short duration of the construction phase, and with the implementation of the Contractor's CEMP, no significant effects on construction workers, users of the surrounding retail/commercial areas, or the environment are likely to occur.</p> <p>During the operational phase, risks to human health will be similar to those of the construction phase but limited to maintenance works as necessary. Operational risks will be reduced by incorporating appropriate control and design measures, e.g., new road signage and markings. In addition, the Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise and air emissions.</p>

Table 6-3 illustrates that, given the characteristics of the Proposed Scheme, it will not constitute EIA development. Given the limited extent of the Proposed Scheme in the context of the surrounding land uses, the limited likely use of natural resources, the low volume of waste likely to arise, and the preparation and adoption of a CEMP, CTMP, and RWMP to mitigate the effects of construction activities, the Proposed Scheme is not likely to give rise to significant environmental effects during its construction. Similarly, given the characteristics of the Proposed Scheme, its operation is not anticipated to give rise to significant environmental effects, noting that the Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise and air emissions.

6.4.2 Location of the Proposed Scheme

Table 6-4: Location of the Proposed Scheme

Criteria	Commentary
(a) the existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	<p>The Proposed Scheme is located within the administrative area of Dún Laoghaire–Rathdown County Council (DLRCC) and involves works to existing hardstanding areas of the public road network, including locations along Dundrum Main Street, Churchtown Road Upper, and Dundrum Bypass.</p> <p>According to the Dún Laoghaire–Rathdown County Development Plan 2022–2028 (hereafter referred to as the 'CDP'), the Proposed Scheme area is predominantly zoned as 'MTC – Major Town Centre', with parts of the road network also within zones designated for residential and institutional/community uses. The MTC zoning objective is:</p> <p>"To protect, provide for and/or improve major town centre facilities."</p> <p>The Proposed Scheme aligns with this zoning objective, as it supports sustainable mobility, improves access to public transport infrastructure, and facilitates future regeneration of the Dundrum area — a key focus of both the County Development Plan and the Dundrum Local Area Plan (LAP). No changes to land use zoning are proposed or required, as all interventions take place within the existing road corridor.</p> <p>While the scheme will result in minor physical modifications to the road layout, it is not expected to cause land use conflicts. The relocation of bus layover facilities away from Dundrum Main Street will help unlock that area for future development, consistent with LAP regeneration objectives.</p> <p>No significant disruptions to utility services are anticipated. Should temporary suspensions be required to facilitate construction, these will be carefully coordinated with utility providers to minimise duration and provide advance notice to affected businesses, residents, and community stakeholders.</p> <p>Taking the above into account, no significant negative effects on existing or permitted land uses, community infrastructure, or economic activity are expected. On the contrary, the Proposed Scheme is expected to deliver positive long-term outcomes by improving bus service efficiency, reducing reliance on private car use, and supporting local development through enhanced connectivity and public realm improvements.</p>

Criteria

Commentary

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?

The Proposed Scheme site comprises sections of existing carriageway and footpaths, and as such, there will be no requirement for the clearance of vegetated or greenfield areas.

The Proposed Scheme is situated within the Liffey and Dublin Bay groundwater body (IE_EA_G_008), which is classified as having Good Status and is not at risk of failing to meet the objectives of the Water Framework Directive (EPA, 2025a). No water abstraction or major excavations are required for the completion of the works. Additionally, the risk of contamination of this waterbody will be avoided and/ or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills.

It is anticipated that required construction materials for the Proposed Scheme will be sourced locally during the construction phase. Importation of fill (if required) and materials will be sourced from local suppliers where practicable. Materials will comply with vetting requirements. Materials should be reused where possible in accordance with all relevant legislation and guidance (and the RWMP).

During the operational phase, the use of materials will be limited to maintenance works carried out when necessary.

The Proposed Scheme also overlaps an area identified by the EPA as having Moderate to High groundwater vulnerability (EPA, 2025a). However, due to the urbanised nature of the site and the absence of infiltration-based drainage systems or direct discharges to ground, the potential for adverse impacts to groundwater during both construction and operation is considered to be low, provided standard mitigation measures are implemented.

(c) the absorption capacity of the natural environment, paying particular attention to the following areas:

(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?

There are no surface waterbodies (including wetlands) located within or directly adjacent to the Proposed Scheme site. The Slang River, a tributary of the River Dodder, is the closest waterbody and is located approximately 140 metres east of the works area near the Dundrum Main Street / Dundrum Bypass junction. According to the EPA (2025a), the Slang River is classified as having Moderate Ecological Status and is currently listed as being 'At risk' under the Water Framework Directive (WFD).

Given the urban nature of the site, and the absence of in-stream works or hydrologically connected drainage infrastructure, the potential for direct impacts to surface water is considered low. All construction works will be confined to existing road corridors and hardstanding areas.

Taking into consideration the nature of the works proposed, the distance to the nearest surface waterbody, and with implementation of mitigation measures such as those to be outlined within the Contractor's CEMP, no significant effects on the absorption capacity of wetlands, riparian areas, and river mouths are likely to occur as a result of the Proposed Scheme during the construction or operational phases.

(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?

The nearest coastal and marine environment to the Proposed Scheme site is Dublin Bay, which includes both transitional and coastal waterbodies designated under the WFD. The relevant transitional waterbody, Liffey Estuary Lower (ID: IE_EA_090_0400), is located approximately 6.5 km northeast of the Proposed Scheme site. This waterbody is currently classified as having a Moderate Ecological Status, with a Chemical Surface Water Status of "Fail", and is listed as 'At risk' of not achieving its WFD objectives (EPA, 2025a).

Further downstream, the Dublin Bay coastal waterbody (ID: IE_EA_090_0000) is located approximately 7.5 km northeast of the Proposed Scheme site. It is classified as having a Good Ecological Status and is considered 'Not at risk' of failing WFD objectives.

Given the urban location, the nature of the Proposed Scheme, and the distance to the nearest transitional and coastal waterbodies, the likelihood of any direct or indirect impacts to coastal zones is considered to be low. There are no direct hydrological pathways between the Proposed Scheme site and Dublin Bay.

With the implementation of standard construction-phase mitigation measures, such as those to be detailed in the Contractor's CEMP — including appropriate containment, silt control, and emergency spill procedures — the risk of pollutants reaching downstream coastal waters is negligible.

Therefore, no significant effects on the absorption capacity of coastal or marine environments are anticipated as a result of the Proposed Scheme during either the construction or operational phases.

(iii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?

There are no forested areas or ancient/long-established woodlands within or directly adjacent to the Proposed Scheme site. The surrounding environment is predominantly urban and suburban in character, comprising existing road infrastructure, residential areas, and managed green spaces.

Criteria	Commentary
	<p>The nearest area of upland or mountainous terrain is located in the Dublin Mountains, with Three Rock Mountain situated approximately 5.5 km south of the Proposed Scheme site. This area is designated for recreation and nature conservation but is geographically separated from the Proposed Scheme by extensive built-up urban areas and transport infrastructure.</p> <p>Given the limited footprint of the Proposed Scheme, its urban location, and the significant distance to the nearest forested and mountainous environments, there is no pathway for impact. Therefore, no significant effects on the absorption capacity of forested or mountainous natural environments are anticipated during the construction or operational phases of the project.</p>
(iv) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?	<p>There are no designated Nature Reserves or National Parks within or immediately adjacent to the Proposed Scheme site. The surrounding area is urban in nature, characterised by existing road infrastructure, residential development, and local amenities.</p> <p>The closest designated conservation site is the South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) (Site Code: 004024), located approximately 3.7 km northeast of the Proposed Scheme site. The South Dublin Bay Special Area of Conservation (SAC) (Site Code: 000210) is also located in this area. Both sites are part of the Natura 2000 network and are designated for the protection of coastal habitats and bird species.</p> <p>Taking into consideration its distance to the Proposed Scheme site, as well as the size and type of Proposed Scheme, no significant effects on nature reserves and parks are likely to occur as a result of the Proposed Scheme during the construction or operational phases.</p>
(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?	<p>The Proposed Scheme site is not located within any Special Area of Conservation (SAC), Special Protection Area (SPA), or proposed Natural Heritage Area (pNHA). However, several designated European sites are located within the wider Dublin region.</p> <p>The nearest European site is the South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024), located approximately 3.7 km to the north east of the Proposed Scheme site. This SPA is designated for the protection of wintering and migratory bird species. Also located in this area is the South Dublin Bay SAC (Site Code: 000210), designated for the protection of intertidal habitats, including mudflats and sandflats. In addition, the Proposed Natural Heritage Area (pNHA) known as South Dublin Bay pNHA (Site Code: 000210) overlaps the SAC and provides a further layer of ecological protection.</p> <p>Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP, which will include, for example, emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these areas. Taking this into consideration, as well as the conclusion of the AA Screening and the nature, location, and size of the Proposed Scheme, no significant effects on the absorption capacity of areas classified or protected under the legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, are likely to occur as a result of the Proposed Scheme during the construction or operational phases.</p>
(vi) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure?	<p>The Proposed Scheme is located within a built-up urban environment where background noise levels are influenced by existing road traffic on Dundrum Main Street, Dundrum Bypass, and Churchtown Road Upper. While sections of these roads experience moderate to high traffic volumes, none are identified as locations with persistent elevated noise levels exceeding 75 dB under national strategic noise mapping.</p> <p>As noted in Criteria (f) – Pollution and Nuisances, and with reference to Table 6-3 of this report, no significant noise effects are anticipated during the construction phase, provided the works are carried out in accordance with the Contractor's Construction Environmental Management Plan (CEMP). This will include noise mitigation measures, such as time restrictions on noisy works, use of low-noise machinery where practicable, and ongoing engagement with affected stakeholders.</p> <p>With regard to surface waterbodies, the Slang River, a tributary of the River Dodder, is located approximately 140 metres east of the Proposed Scheme site. This river is classified as having a Moderate Ecological Status and is currently 'At risk' under the Water Framework Directive (EPA, 2025a). However, the Proposed Scheme will not result in direct discharges or hydrological connectivity to this waterbody. Temporary risks of runoff or pollution will be appropriately managed through standard construction-phase controls including sediment management, spill prevention protocols, and adherence to best practice guidelines under the CEMP.</p> <p>During the operational phase, noise emissions will be limited to those associated with bus movements during layover periods, which are expected to be infrequent and short in duration. These are not anticipated to exceed normal urban traffic noise thresholds. Additionally, the Proposed Scheme supports modal shift to public transport, which has the potential to reduce overall local traffic-related noise and emissions in the longer term.</p>

Criteria	Commentary
	Maintenance activities associated with the scheme will follow the same pollution and noise control protocols as implemented during construction, ensuring ongoing environmental protection.
(vii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	<p>According to the 2022 Census, the Dundrum-Balally Electoral Division, which includes the area surrounding the Proposed Scheme, has a population of approximately 5,939 persons. The immediate environs of the Proposed Scheme site are predominantly urban and mixed-use, with a combination of commercial, retail, and residential land uses. Notable facilities in proximity include Dundrum Town Centre, local shops and services along Dundrum Main Street, and several community amenities, including schools and places of worship.</p> <p>During the construction phase, there is potential for temporary nuisances and noise and dust emissions. Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP such that no significant construction effects on workers, residents, and the environment are likely to arise. Given the size and nature of the Proposed Scheme, the short duration of the construction phase, with the implementation of the Contractor's CEMP, CTMP, and best practice measures on site, no significant effects are likely to occur.</p> <p>During the operational phase, the Proposed Scheme will not alter the distribution of the population in the area. In addition, as the Proposed Scheme aims to encourage a modal shift from private vehicles to public transport, there is potential for localised positive effects from reduced traffic and, consequently, reduced noise and air emissions.</p>
(viii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance?	<p>Landscape</p> <p>The Proposed Scheme site is located within the area of urban area of Dundrum. While DLRCC's Development Plan identifies several Highly Sensitive Landscapes across the county, the Dundrum area is not designated as an area of High Landscape Sensitivity, and there are no Protected Views or Scenic Routes in the immediate vicinity of the Proposed Scheme site.</p> <p>During the construction phase, there may be temporary and localised visual effects due to the presence of construction vehicles, fencing, signage, and plant equipment. However, these effects will be short-term and reversible and primarily confined to areas directly adjacent to the works.</p> <p>In the operational phase, the Proposed Scheme will result in minor and permanent alterations to the streetscape, such as the installation of bus layover bays, a bus gate, and associated road markings and signage. These changes are consistent with the existing urban character and transportation function of the area and therefore are not expected to result in significant adverse visual or landscape impacts.</p> <p>Taking the above into consideration, no significant effects on the landscape character or visual amenity of the area are anticipated during either the construction or operational phases of the Proposed Scheme.</p> <p>Cultural Heritage</p> <p>According to the National Monuments Service's Historic Environment Viewer, the Record of Monuments and Places (RMP), and DLRCC's Record of Protected Structures (RPS), there are several designated cultural heritage assets located within a 500m study area of the Proposed Scheme site:</p> <ul style="list-style-type: none"> • RMP DU022-083 (St. Nahi's Church and Graveyard) – located approximately 30m west of the Proposed Scheme on Churchtown Road Upper. This is a recorded ecclesiastical site of medieval origin. • RPS No. 1488 (St. Nahi's Church and Graveyard) – listed on the DLRCC Record of Protected Structures and overlaps with the RMP site above. • RPS No. 1491 (Taney House, former Rectory) – located approximately 200m east of the Proposed Scheme. <p>The construction phase may result in temporary and minor adverse effects on the visual setting of nearby cultural heritage sites due to the presence of construction equipment and activity. However, given the presence of intervening urban structures, vegetation, and local topography, any visual impacts on the identified heritage assets are expected to be limited, localised, and short-term in nature.</p> <p>In the operational phase, the visual and contextual relationship between the Proposed Scheme and surrounding cultural heritage assets will remain largely unchanged, as the modifications proposed are in keeping with the established streetscape and transportation infrastructure.</p> <p>As such, no significant direct or indirect effects on cultural heritage resources (including RMP sites or Protected Structures) are anticipated as a result of the Proposed Scheme during either the construction or operational phase.</p>

Table 6-4 illustrates that, given the location of the Proposed Scheme, it does not constitute EIA development. The Proposed Scheme will be located within the existing road network and required no changes in land use or

designation. Given the existing use of the land in the immediate area surrounding the Proposed Scheme, there are limited natural resources in terms of soil, land, and water that could be affected by the Proposed Scheme. With suitable control measures in place (as relevant during construction or operation), significant environmental effects are not likely to occur.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	<p>The spatial extent of the Proposed Scheme is approximately 1.041 ha. Direct impacts associated with the Proposed Scheme are likely to extend to the Proposed Scheme site boundary, receptors in the surrounding retail/commercial areas, and users of community facilities in proximity. The population affected, for example by construction noise and traffic nuisances, will include persons commuting to and from the retail/commercial stores in close proximity to the Proposed Scheme site, and other road users travelling along the road. These receptors may be affected, for example, by changes in noise levels associated with construction works during the construction phase or bus movements during the operational phase. Cultural heritage receptors in close proximity to the Proposed Scheme site should not be affected during the operational phase. The visual context of the cultural heritage assets in proximity to the Proposed Scheme will remain similar to current conditions. Due to the nature of the Proposed Scheme and with the implementation of the Contractor's CEMP, RWMP, and CTMP to be approved by DLRCC, it is unlikely that the potential receptors identified will be significantly affected by the Proposed Scheme.</p>
(b) the nature of the impact	
Outline the nature of the impact	<p>During the construction phase of the Proposed Scheme, there is potential for negative impacts associated with construction activities, such as:</p> <ul style="list-style-type: none"> • Disruption and/ or disturbance to the local, pedestrians, cyclists and road users associated with restricted movement resulting from diversions and/ or traffic management measures. • Noise and vibration emissions associated with construction activities. • Dust and air quality impacts resulting from construction activities and construction vehicles. • Damage to vegetation located in proximity to the works. • Landscape and visual impacts from the presence of construction works. • Indirect impacts on cultural heritage assets due to adverse impacts on their visual context. • Disruption or damage to utility services; and • Leaching and/ or runoff of pollutants during the construction phase. <p>All plans will be prepared in accordance with relevant legislation and to the satisfaction of DLRCC and other statutory bodies as appropriate.</p> <p>During the operational phase, the Proposed Scheme is expected to pose minimal environmental risk. Operational controls such as appropriate road signage, markings, and bus-only access restrictions will be implemented to ensure efficient and safe functioning of the new bus layover facilities.</p> <p>In the long term, the scheme is expected to deliver positive environmental and social benefits, including:</p> <ul style="list-style-type: none"> • Improved support for public transport services in the area. • Enhanced connectivity for passengers and improved operational capacity for bus services. • Potential for reduced private car use, leading to decreased traffic congestion, noise, and air emissions. <p>Overall, no significant adverse impacts are anticipated during either the construction or operational phase, provided that all proposed mitigation measures are implemented effectively.</p>
(c) the transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	<p>Given the location of the Proposed Scheme site and the nature of the works, there are no likely transboundary impacts during Proposed Scheme construction and operation.</p>

Criteria	Commentary
<i>(d) the intensity and complexity of the impact</i>	
Outline the intensity and complexity of the impact	The impacts identified are unlikely to cause significant changes in environmental conditions within the Proposed Scheme site and the surrounding area. No significant effects associated with the construction or operational phases of the Proposed Scheme are likely to occur.
<i>(e) the probability of the impact</i>	
Outline the probability of the impact	<p>Taking into consideration the type, location, and scale of the Proposed Scheme, the characteristics of the surrounding environs, and the implementation of appropriate mitigation measures included in the Contractor's CEMP and CTMP, adherence to appropriate national guidelines and codes of practice, as well as appropriate Proposed Scheme design, no significant environmental effects on the receiving environment resulting from the Proposed Scheme are likely to occur during its construction and operation.</p> <p>The Proposed Scheme has the potential to result in positive effects by encouraging a modal shift to public transport and, consequently, reducing traffic, noise levels, and air emissions associated with the use of private vehicles.</p>
<i>(f) the expected onset, duration, frequency and reversibility of the impact</i>	
Outline the expected onset, duration, frequency and reversibility of the impact	<p>The majority of potential impacts identified will be temporary and mostly limited to the construction phase of the Proposed Scheme. Potential impacts associated with operational phase maintenance works are likely to be brief and temporary, while the frequency will vary depending on the activities being carried out; however, they are unlikely to result in significant effects.</p> <p>In addition, the Proposed Scheme aims to encourage a long-term modal shift from private vehicles to public transport during the operational phase and, as a result, localised benefits associated with reduced traffic and noise and air emissions.</p>
<i>(g) the cumulation of the impact with the impact of other existing and/or development</i>	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	<p>There is potential for temporary cumulative effects with approved developments as detailed in Appendix C. However, taking into consideration the type, scale, and size of the Proposed Scheme, the short duration of the construction phase, and assuming that all construction projects will be carried out in line with inherent environmental controls, regulatory controls, and best practice measures, no significant cumulative environmental effects are likely to occur during the construction phase of the Proposed Scheme.</p> <p>During the operational phase, taking into consideration the nature of the Proposed Scheme and that operational phase works will be limited to maintenance activities only, no significant cumulative environmental effects are likely to occur.</p>
<i>(h) the possibility of effectively reducing the impact.</i>	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	<p>The Proposed Scheme is unlikely to result in any significant environmental effects. Where effects are likely to occur, they will be temporary, mostly limited to the construction phase, and localised to the Proposed Scheme site and the immediate local environs. During construction, the impact of the Proposed Scheme will be reduced through the implementation of the Contractor's CEMP, RWMP, and CTMP.</p> <p>During the operational phase, potential environmental impacts will be reduced by the inclusion of appropriate design measures and operational control plans, whilst the Proposed Scheme aims to encourage a long-term modal shift from private vehicles to public transport and, as a result, localised benefits associated with reduced traffic and noise and air emissions.</p>

Table 6-5 illustrates that, based on an assessment of the types and characteristics of the potential impacts likely to arise due to the Proposed Scheme, it will not constitute EIA development. With the implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, as well as appropriate design, significant environmental effects on the receiving environment resulting from the Proposed Scheme are unlikely to occur during its construction and operation. Should any construction impacts arise, they will be temporary and restricted to the Proposed Scheme site and a limited area in proximity. During operation, the Proposed Scheme will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

7 Conclusion

The prescribed classes of development and thresholds that trigger an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out, in accordance with the methodology outlined in Section 3 of this report.

The Proposed Scheme is not a type of development listed in Schedule 5 Part 1, whilst the Proposed Scheme does not equal or exceed a development of a type listed in Part 2 of Schedule 5; therefore, an EIA culminating in the preparation of an EIAR is not required. In addition, the Proposed Scheme is not a type of development requiring a mandatory EIA under the Roads Act 1993 (as amended).

The Proposed Scheme is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)), but does not meet or exceed the relevant threshold. The Proposed Scheme has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended). No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

A screening checklist is included in Appendix A of this report.

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Appendix A Screening Checklist

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
1 Will construction, operation, decommissioning or demolition work of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes - the Proposed Scheme will introduce minor changes and structures (e.g. road signage) to the existing road network.	No - taking into consideration the size, type, and location of the Proposed Scheme, no likely significant environmental effects are anticipated.
2 Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	Yes - the Proposed Scheme will likely require materials such as concrete, stone and asphalt. A water supply will be required during construction. Operational phase requirements will be similar to those of the construction phase but limited to maintenance works when necessary.	No - given the size and type of Proposed Scheme, large amounts of natural resources are not anticipated to be required.
3 Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes - substances such as concrete, paint for road markings, oil, petrol, diesel, etc., will be required, mostly during the construction phase.	No - the Contractor will produce a CEMP for the Proposed Scheme which will include mitigation measures for the storage of chemicals and materials which have the potential to cause harm to human health and/ or the environment.
4 Will the Project produce solid wastes during construction or operation or decommissioning?	Yes - most waste generated by the Proposed Scheme will result from the construction phase and maintenance works during the operational phase, with minor material requirements needed for operational phase maintenance works.	No - given the scale and type of Proposed Scheme, large quantities of waste are not anticipated to be produced. In addition, a RWMP will be produced by the Contractor for the Proposed Scheme and waste will be removed from the site by a licenced haulier to a licenced waste facility.
5 Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes - the construction phase will produce limited air pollutants, such as greenhouse gas (GHG) emissions from construction machinery and dust. Emissions from the operational phase will be similar to those of the construction phase but limited to maintenance works when necessary.	No - given the scale and type of Proposed Scheme, air emissions from construction works and machinery will not be significant. In addition, the Proposed Scheme has the potential to reduce local GHG emissions by encouraging a modal shift from private vehicles to public transport.
6 Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes - there is potential for noise and vibration emissions to occur during the construction phase. Emissions from the operational phase will be similar to those of the construction phase but limited to maintenance works when necessary.	No - potential noise and vibration effects will be temporary and mostly limited to the construction phase. In addition, appropriate mitigation measures will be in place as part of the Contractor's CEMP to avoid or reduce noise and vibration effects on any nearby sensitive receptors. During the operational phase, the Proposed Scheme has the potential to reduce local noise emissions by encouraging a modal shift from private vehicles to public transport.
7 Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes - mostly during the construction phase.	No - with appropriate mitigation measures in place as part of the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on sensitive receptors are anticipated.
8 Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes - mostly during the construction phase.	No - the Contractor's CEMP and CTMP will include measures to avoid or reduce the risk of accidents during the construction phase.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
		Operational risks will be reduced by incorporating appropriate control and design measures, e.g., appropriate road signage and markings.
9 Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes - the Proposed Scheme aims to promote the use of public transport by improving the available services in the area.	Yes - the Proposed Scheme will result in significant social changes.
10 Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes - there is potential for temporary cumulative effects with DLRCC Ref. no. 2580178 during the construction phase. Given the distance between the two sites and the types of works involved with both developments, there is the potential for temporary cumulative traffic nuisance/ delay effects.	No - cumulative effects will be managed and minimised through the implementation of individual CEMPs and appropriate control measures.
11 Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes – there are recorded cultural heritage assets and ecological designations in proximity to the Proposed Scheme site. While no ecological designations are located within the footprint of the Proposed Scheme, the nearest designated ecological sites are: <ul style="list-style-type: none"> • South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024) – located approximately 4.7 km to the northeast, and • South Dublin Bay SAC (Site Code: 000210) – located approximately 5.1 km to the northeast. 	No - the Proposed Scheme will be limited to the existing road network (except for the proposed bus gate), with potential adverse effects on cultural heritage assets limited to visual impacts on their context resulting from the presence of construction works, particularly where these are visible from these assets. However, these effects would be temporary, mostly limited to the construction phase, and minor. In addition, due to the presence of intervening elements in the landscape, these assets are likely to be partially or fully screened out of view. Therefore, no significant effects on these receptors are likely to occur as a result of the Proposed Scheme.
12 Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes – The Slang River is located approximately 500m east of the Proposed Scheme and is culverted in sections through Dundrum. The River Dodder is approx. 1.5km northeast. Both watercourses ultimately drain into Dublin Bay, a sensitive ecological receptor.	No – While watercourses are present in the wider area, the site is urban and not directly connected hydrologically. Taking into consideration the distance from such receptors to the site, the type and scale of Proposed Scheme, and the implementation of appropriate mitigation measures included in the Contractor's CEMP (including emergency response procedures for any leaks and spills), no significant effects on these receptors are likely to occur as a result of the Proposed Scheme.
13 Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No – No clearance of vegetation or removal of trees/hedgerows is required. No ecological designations or protected habitats are within or adjacent to the site. The nearest watercourses, including the Slang River (approx. 500m east) and River Dodder (approx. 1.5km northeast), are hydrologically separated from the site, and no direct impact on protected species habitats is expected.	No – Given the distance from these receptors, the lack of hydrological connection, and the small-scale nature of the Proposed Scheme, significant effects on protected or sensitive fauna or flora are not expected. The project involves limited works within an urban area, with no habitat removal or disturbance of protected species likely. Mitigation measures in the CEMP will further minimize any indirect impacts.
14 Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No – refer to Question 12.	No - refer to Answer 12.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
15 Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No – The Proposed Scheme site is located within a commercial and retail environment at Dundrum Main Street. There are no designated landscape or scenic assets within or immediately adjacent to the site. The surrounding area is characterised by urban development, with no features of notable landscape or scenic value identified.	No – The Proposed Scheme involves the relocation of existing bus layover spaces and ancillary works within the existing road network. These works will not change land use or introduce prominent visual changes. Any alterations will be limited and in keeping with the urban context. Given the scale, nature, and urban setting of the Proposed Scheme, no significant effects on landscape or scenic value are anticipated. The visual character of the area will remain consistent with existing conditions.
16 Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes - The Proposed Scheme site is located on Dundrum Main Street within a commercial and retail area, including proximity to retail parks and local businesses. The bus layover relocation works will take place within the existing road network and ancillary sites.	No - access to these properties (and all other properties along/ in proximity to the site) will be maintained throughout construction.
17 Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes - based on currently available information, congestion is known to occur at this location, as it is a local hub for enterprise and retail. Elevated noise levels are known to occur along the road, ranging between 60 to >75 decibels (dB) during the day.	No - The Proposed Scheme involves relocating bus layover spaces with an anticipated short construction phase, managed by a Construction Traffic Management Plan (CTMP) to control traffic and deliveries. Operationally, by supporting improved public transport, it may reduce private vehicle use and associated traffic, noise, and air emissions. Therefore, no significant adverse effects on transport routes are expected.
18 Is the Project in a location in which it is likely to be highly visible to many people?	Yes - Construction activities will be visible to road users, nearby retail and commercial premises and local residents in this busy commercial area along Dundrum Main Street.	No - potential impacts will be limited to the construction phase which is anticipated to be short in duration given the nature of the works proposed. Impacts during the operational phase will be similar to the construction phase, but shorter in duration and limited to maintenance works.
19 Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes – refer to Question 11.	No - refer to Answer 11.
20 Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No - the Proposed Scheme site is within the existing road network.	N/A
21 Are there existing land uses within or around the location, e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes – refer to Question 16.	No - refer to Answer 16.
22 Are there any plans for future land uses within or around the location that could be affected by the Project?	Yes – refer to Question 10.	No - refer to Answer 10.
23 Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes - The Proposed Scheme site is located within an urban area, close to existing roads and residential neighbourhoods.	No - The Proposed Scheme are limited to existing road networks and adjacent areas, with no land use changes anticipated. Access to all local properties and facilities will be maintained throughout construction, and any effects on local populations

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
		are expected to be temporary and minor.
24 Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes – refer to Question 16.	No - refer to Answer 16.
25 Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No – The Proposed Scheme site is located within an urban area in Dundrum and is not in close proximity to any important, high quality or scarce natural resources. The site lies over the Dublin Bay groundwater body, classified as 'Moderate' vulnerability. The nearest surface water features are the Slang River and the River Dodder, both ultimately draining into Dublin Bay. No forestry, agriculture, fisheries, minerals, or tourism-sensitive resources are present in or near the site.	No - The Proposed Scheme involves only minor works within a built-up area, with no removal of vegetation or major earthworks. The risk of pollution is minimized through the implementation of the Contractor's Construction Environmental Management Plan (CEMP), including emergency spill response procedures. No significant excavation or water abstraction will occur, and drainage design will follow best practice standards to avoid impacts on local watercourses. Therefore, significant effects on important or scarce resources are not anticipated.
26 Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes - refer to Question 17.	No - refer to Answer 17.
27 Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	Yes - The Proposed Scheme site is not located within a fluvial or coastal flood zone identified as being at high or moderate risk. There are no known risks of earthquakes, subsidence, landslides, or erosion in the area. The underlying geology (Dinantian Upper Impure Limestones) is typical of the wider Dublin Basin and does not indicate instability.	No - the Contractor's CEMP will include measures to monitor weather conditions and alerts and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase.
28 Summary of features of Project and of its location indicating the need for EIA	No likely significant effects have been identified during the EIA screening process. A full EIA culminating in the preparation of an EIAR is not required.	

Source: European Commission's 'Environmental Impact Assessment of Projects: Guidance on Screening' (2017)

Appendix B Cumulative Planning Search

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
Dun Laoghaire Rathdown County Council	ABP31317622	c.9.6 ha, on lands at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14	10 year permission for a Strategic Housing Development, with a total application site area of c.9.6 ha, on lands at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin The subject site is in the immediate setting and curtilage of a number of proposed protected structures, namely the 'Asylum' (RPS No. 2072), the 'Catholic Chapel' (RPS No. 2071) and the 'Hospital Building' (RPS No. 2073). The development will consist of the demolition of existing structures associated with the existing use (3,736 sq m), including: Single storey former swimming pool / sports hall and admissions unit (2,750 sq m); Two storey redbrick building (305 sq m); Single storey ancillary and temporary structures including portacabins (677 sq m); Removal of existing internal sub-divisions/ fencing, including removal of security fence at Dundrum Road entrance; Demolition of section of porch and glazed screens at Gate Lodge building (4 sq m); Removal of walls adjacent to Main Hospital Building; Alterations and removal of section of wall to Walled Garden. The development will also consist of alterations and partial demolition of the perimeter wall, including: Alterations and removal of section of perimeter wall adjacent to Rosemount Green (south); Formation of a new opening in perimeter wall at Annaville Grove to provide a pedestrian and cyclist access; Alterations and removal of sections of wall adjacent to Dundrum Road (including removal of existing gates and entrance canopy), including reduction in height of section, widening of existing vehicular access, provision of a new vehicular, cyclist and pedestrian access; Alterations and removal of section of perimeter wall adjacent to Mulvey Park to provide a pedestrian and cyclist access. The development with a total gross floor area of c. 106,770 sq m (c. 106,692 sq m excluding retained existing buildings), will consist of 977 no. residential units comprising: 940 no. apartments (consisting of 53 no. studio units; 423 no. one bedroom units; 37 no. two bedroom (3 person) units; 317 no. two bedroom (4 person) units; and 110 no. three bedroom units) arranged in 9 blocks (Blocks 02-10) ranging between 2 and 6 storeys in height (with a lower ground floor to Block 03 and Block 10, resulting in part 7 storey), together with private (balconies and private terraces) and communal amenity open space provision (including courtyards and roof gardens) and ancillary residential facilities; 17 no. duplex apartments (consisting of 3 no. two bedroom units and 14 no. three bedrooms units located at Blocks 02, 08 and 09), together with private balconies and terraces. 20 no. two and three storey houses (consisting of 7 no. three bedroom units and 13 no. four bedroom units) and private rear gardens located at Blocks 02, 08 and 09). The development will also consist of 3,889 sq m of non-residential uses, comprising: Change of use and renovation of existing single storey Gate Lodge building (reception/staff area) to provide a café unit (78 sq m); 1 no restaurant unit (307 sq m) located at ground floor level at Block 03; 6 no. retail units (1,112 sq m) located at ground floor level at Blocks 03 and 07; 1 no. medical unit (245 sq m) located at ground floor level at Block 02; A new childcare facility (463 sq m) and associated outdoor play area located at ground floor level at Block 10; and A new community centre facility, including a multi-purpose hall, changing rooms, meeting rooms, storage and associated facilities (1,684 sq m) located at ground and first floor level at Block 06. Vehicular access to the site will be from the existing access off Dundrum Road, as revised, and from a new access also off Dundrum Road to the south of the existing access. The development will also consist of the provision of public open space and related play areas; hard and soft landscaping including internal roads, cycle and pedestrian routes, pathways and boundary treatments, street furniture, wetland feature, part-basement, car parking (547 no. spaces in total, including car sharing and accessible spaces); motorcycle	25/05/2023	800m

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
			parking; electric vehicle charging points; bicycle parking (long and short stay spaces including stands); ESB substations, piped infrastructural services and connections (including connection into existing surface water sewer in St. Columbanus Road); ducting; plant (including external plant for district heating and pumping station); waste management provision; SuDS measures (including green roofs); attenuation tanks; sustainability measures (including solar panels); signage; public lighting; any making good works to perimeter wall and all site development and excavation works above and below ground.		
Dun Laoghaire Rathdown County Council	ABP31128721	c.0.9ha at No. 97A Highfield Park (D14P710), and No. 1 Frankfort Castle (D14 HY03), No. 2 Frankfort Castle (D14DE72) and Frankfort Lodge (D14C9P2), Old Frankfort, Dublin 14	Permission for a strategic housing development consisting of the: demolition of No. 97A Highfield Park and annexed structures associated with Frankfort Castle including Frankfort Lodge, the construction of a residential scheme comprising 115 no. units (45 no. one bedroom apartments and 70 no. two bedroom apartments) arranged in 3 no. blocks (Block A – a 4 storey block over 2 no. basement levels comprising 35 no. units, Block B – a 4/5 storey block comprising 54 no. units and Block C – a 3 storey block comprising 22 no. units) and within the refurbished 2 storey No. 2 Frankfort Castle (Block D- comprising 4 no. units). Vehicular access will be provided via a new access at Old Frankfort with emergency vehicle access only provided via the existing Frankfort Court access. The development will also consist of the provision of: ancillary residential amenity areas within Block D, a crèche measuring c.80sqm at ground floor level of Block A including associated external play space, cycle parking at surface and ground floor level including sheltered and secure parking, car parking at surface and 2 no. basement levels, electric vehicle charging points, attenuation storage system, waste storage facilities, 2 no. substations, ancillary service and plant areas, hard and soft landscaping, boundary treatments, upgrades to road and pedestrian infrastructure along Old Frankfort and all other site development and drainage works above and below ground.	20/12/2021	550m

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