

## Environmental Impact Assessment (EIA) Screening Determination (For Proposed Local Authority Development)

**Project Title:** Dundrum Bus Layover Scheme

### Description of the Proposed Development:

The existing bus layover spaces at the Dundrum Main Street bus terminal are being relocated to unlock the area for future development. Dun Laoghaire-Rathdown County Council (DLRCC) is working in conjunction with the National Transport Authority (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 and efficient traffic, pedestrian and cyclist movement through and within the surrounding area. A new bus-only link also needs to be established to allow buses to travel directly from Dundrum Main Street to Sweetmount Avenue/Churchtown Road Upper, which will accommodate six proposed bus layover spaces on Churchtown Road Upper.

In summary the Proposed Scheme comprises:

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

The Proposed Scheme also includes road markings, signal upgrades and public realm improvements.

### Legislative Context:

This determination has considered the relevant legislative context as set out in Section 2 of the EIA Screening Report, but not limited to:

- Directive 2011/92/EU as amended by Directive 2014/52/EU (known as the EIA Directive) on the assessment of the effects of certain public and private projects on the environment.
- The Planning and Development Acts 2000, as amended.
- The Planning and Development Regulations 2001, as amended (S.I. 600/2001)
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations (S.I. 279 of 2019)
- The Roads Act 1993, as amended
- Road Traffic Act, 1994
- Roads Regulations, 1994 (S.I. 119/1994)

### EIA Screening Report:

The Dun Laoghaire Rathdown County Council Capital Projects Section has commissioned the preparation of the Environmental Impact Assessment Screening Report (EIASR) to determine whether the proposed development may have potential to give rise to significant environmental effects and whether an EIA is required for the Proposed Development. The EIASR has been prepared by AECOM Ireland Ltd.

The EIASR details the characteristics of the Proposed Development and its likely significant effects (if any) on the environment.

The EIASR has been considered and evaluated Ger Ryan, Senior Planner, Planning & Economic Department and is satisfied that the EIASR gives full consideration to the relevant legislative context; sets out the requirements for mandatory and sub-threshold EIA; and agrees with the contents and conclusion set out in the EIASR.

The prescribed classes of roads developments and thresholds that trigger a mandatory EIA are contained in Section 50 of the Roads Act 1993, as amended, and the proposed development does not exceed the relevant quantity, area or other limit specified within this legislation. Moreover, the proposed development does not meet the criteria or exceed thresholds outlined in Section 50(1) of the Roads Act 1993, as amended and Article 8 of the Roads Regulations 1994. Therefore, it is considered a sub-threshold roads development and has been screened for EIA on that basis.

The proposed development also does not fall within any of the classes of projects identified in Annex I of the EIA Directive and listed in Part 1 of Schedule 5 of the 2001 Regulations which require a mandatory EIA. In addition, the proposed development is not a type of development identified in Part 2 of Schedule 5 of the 2001 Regulations and consequently there is no automatic requirement under the EIA Directive for the Proposed Scheme to be subject to an EIA.

Notwithstanding, the EIASR has examined whether there are likely any 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.

The EIASR concludes that no significant impacts on the environment will arise from the construction or operation of the Proposed Development and that an EIA is not required.

The reasons for this as set out in the report are as follows:

- 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.
- The Proposed Scheme will be located within the existing road network and required no changes in land use or designation. Taking into account 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.
- 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.

- Furthermore, 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.

#### Determination:

Having regard to the foregoing, the proposed Dundrum Bus Layover Scheme does not trigger a mandatory EIA under the EIA Directive 2011/92/EU, as amended, or the Planning and Development Regulations 2001, as amended, or the Roads Act 1993, as amended or the Road Regulations 1994. Further, the Council (as Competent Authority) determines, for the reasons set out above and in the EIA Screening Report, that the proposed development, is not likely to have significant effects on the environment due to the nature, scale or location of the proposed development relevant to areas of environmental sensitivity and the types and characteristics of potential impacts, cumulation of effects with those arising from other existing and/or proposed projects and measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

#### Requirements for mitigation

To avoid or to prevent what might otherwise be significant adverse impacts on the environment during construction, the screening report advises that the preparation and adoption of a CEMP, CTMP, and RWMP will be required.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the proposed Dundrum Bus Layover Scheme and that an EIA is therefore not required and an EIAR is not required to be prepared.

Therefore, it has been concluded, for the reasons set out above and in the EIA Screening Report, that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required. An EIAR is therefore not required.

No real likelihood of significant effects on the environment	x	EIA is not required
Real likelihood of significant effects on the environment		EIA is required

The proposed Dundrum Bus Layover Scheme is being promoted by Dun Laoghaire Rathdown County Council Capital Projects Section. This screening determination has been made by the Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.


Signature:

  
Name

  
Position / Department

Signatory (Approved Officer):

  
Name

  
Position / Department  
A/ Director of Services, Planning & Economic Dept.

Delegation No.

2670

Date:

21<sup>st</sup> Oct. 2025