

National Transport Authority

Kimmage to City Centre Core Bus Corridor Scheme

EIA Screening Determination

The National Transport Authority (the “NTA”) is proposing to carry out the Kimmage to City Centre Core Bus Corridor Scheme (the “**Proposed Scheme**”).

The Proposed Scheme will commence on R817 Kimmage Road Lower at the junction with R818 Terenure Road West, R818 Kimmage Road West and Fortfield Road. The Proposed Scheme will continue along R817 Kimmage Road Lower towards the City Centre, via R137 Harold’s Cross Road, Clanbrassil Street Upper and Lower and New Street South, where it will ultimately join the Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme at the R110 Kevin Street Upper Junction. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions where feasible, with alternative measures proposed at particularly constrained locations such as much of R817 Kimmage Road Lower, Harold’s Cross Park West and short sections of R137 Clanbrassil Street Upper and Lower in alternate directions. A complementary cycle route is also proposed to the west of the Proposed Scheme via quiet streets at the southern end of the Proposed Scheme.

Legislative Context

Projects listed in Annex I of Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014) (the “**EIA Directive**”), automatically require an environmental impact assessment (“**EIA**”). The Proposed Scheme does not fall under the list of projects identified in Annex I of the EIA Directive.

Further, section 50(1)(a) of the Roads Act 1993 (as amended) (the “**Roads Act**”) and Article 8 of the Roads Regulations 1994 (S.I. No. 119 of 1994) (as amended) (the “**Roads Regulations**”) sets out certain “road development”, which automatically requires an EIA. The Proposed Scheme does not fall within any of the categories of “road development” set out in section 50(1)(a) of the Roads Act or Article 8 of the Roads Regulations.

Section 50(1)(c) of the Roads Act provides:-

“Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development”

In accordance with section 50(1)(c) of the Roads Act, the BusConnects Programme Board of the NTA, for and on behalf of the NTA, has considered whether the Proposed Scheme is likely to have significant effects on the environment. Arup were instructed to prepare an Environmental Impact Assessment Screening Report for the Proposed Scheme to assist the NTA in its consideration as to whether the Proposed Scheme

is likely to have significant effects on the environment. This report concluded that the Proposed Scheme is likely to have significant effects on the environment.

EIA Screening Determination

In accordance with section 50(1)(c) of the Roads Act, the EIA Directive, and applicable guidance and on the basis of the information provided in the Environmental Impact Assessment Screening Report for the Proposed Scheme (which has taken into account the provisions of the EIA Directive including Annex IIA and III to that Directive), and has taken into account, where relevant the available results of other assessments of the effects on the environment, the BusConnects Programme Board of the NTA, for and on behalf of the NTA, has determined that the Proposed Scheme is likely to have significant effects on the environment, and therefore that an EIA is required, and that an Environmental Impact Assessment Report must be prepared.

Main Reasons for the Determination

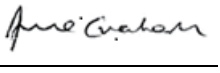
The above determination has been arrived at for the following main reasons with reference to the relevant criteria listed in Annex III of the EIA Directive:-

1. The Proposed Scheme is likely to have significant cumulative effects on the environment as a result of the overlap of the Proposed Scheme and other development projects as detailed in the Environmental Impact Assessment Screening Report such as for example:
 - (a) Cumulative effects on material assets due to the diversion or modification of utilities arising from the cumulative effect of concurrent large scale infrastructure projects requiring diversion or modifications of utilities, such as the DART+ Programme, LUAS projects and Metrolink (during construction).
 - (b) Increased severance and driver and pedestrian delay as a result of congestion caused by construction vehicles and temporary diversions / closure of footpaths and roads arising from the cumulative effect of the Proposed Scheme in combination with the Templeogue / Rathfarnham to City Centre Core Bus Corridor (during construction).
 - (c) Increased dust emissions and noise and vibration effects associated with construction activities, such as excavation, demolition, road re-surfacing arising from the cumulative effect of the Proposed Scheme in combination with the Templeogue / Rathfarnham to City Centre Core Bus Corridor (during construction).
 - (d) Cumulative effects on materials and waste resource due to demolition, excavation and transportation (removal and delivery) of materials arising from other projects generating quantities of excavation, construction and demolition wastes (during construction).
 - (e) Cumulative effects on air quality and noise as a result of changes to junctions, traffic levels and traffic patterns in combination with the other BusConnects Dublin – Core Bus Corridor Infrastructure Works, including the Tallaght / Clondalkin to City Centre, Liffey Valley to City Centre and Templeogue / Rathfarnham to City Centre Core Bus Corridors, all of which are in proximity to the Proposed Scheme towards the City Centre (during operation).

2. The Proposed Scheme is likely to have significant effects on the environment during the Construction Phase of the Proposed Scheme, including the following:
 - (a) Increased congestion as a result of traffic diversions and the movement of construction related traffic;
 - (b) Air quality effects as a result of dust emissions from construction activities and emissions from construction vehicles and diverted traffic;
 - (c) Noise and vibration effects arising from construction activities, particularly during intense periods of construction;
 - (d) Increased levels of stress and disruption, particularly on vulnerable road users and members of the public living, working, or commuting through the area;
 - (e) Biodiversity effects due to the loss of habitats including trees / other vegetation and the spread of non-native invasive species;
 - (f) Water quality effects should a pollution event occur within or adjacent to a watercourse during construction;
 - (g) Soils and geology and potential contamination effects on groundwater resources as a result of excavating made ground and the existing road bed;
 - (h) Archaeological and cultural heritage effects and disturbance of below ground archaeological remains arising from excavation activities;
 - (i) Townscape and visual effects due to general construction activity from removal of trees, impacts on property boundaries and streetscape disturbance;
 - (j) Impacts as a result of material arising from the excavation of the road bed; and
 - (k) Effects on utilities due to diversions and modifications of utility infrastructure.

3. The Proposed Scheme is likely to have significant effects on the environment as a result of the Operation Phase of the Proposed Scheme, including the following:
 - (a) Reallocation of the road space leading to changes in parking and loading provision;
 - (b) Air quality and noise impacts due to changes in traffic patterns along the Proposed Scheme and adjacent road links;
 - (c) The potential to introduce or spread non-native invasive species during maintenance activities;
 - (d) Water quality and flooding impacts due to increases in area of hardstanding which may increase the rate of runoff;
 - (e) Soils and geology and potential contamination impacts as a result of accidental spillages;
 - (f) Impacts on the setting of cultural heritage assets due to changes within the road boundary; and

- (g) Changes to the transport corridor effecting the sense of place, townscape and visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments.

Signed: 

Anne Graham

For and on behalf of the BusConnects Programme Board of the NTA

Dated: 9th August 2021