



**Chapter 01**  
Introduction

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# 1. Introduction

## 1.1 Introduction

This Environmental Impact Assessment Report (EIAR) has been prepared in respect of the Bray to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

The Proposed Scheme comprises infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and future service users, in a manner which is consistent with, and will help attain, sustainable transport policies and objectives.

This Chapter of the EIAR introduces the Proposed Scheme, summarises the Environmental Impact Assessment (EIA) process, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.

The route of the Proposed Scheme is presented in Image 1.1.



Image 1.1: Route of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 18.5km and commences at the top of Leeson Street Lower at the junction with St Stephen's Green. The Proposed Scheme will run along Leeson Street Lower and Upper, including Sussex Road, providing continuous bus priority and segregated cycle tracks in each direction. A bus gate will be located at the end of Leeson Street Lower by the St. Stephen's Green junction. The full cycle track and bus lane provision will continue along Morehampton Road to Donnybrook Road. From Mulberry Lane to Rampart Lane the northbound bus lane is removed to allow for two reduced width segregated cycle tracks, while the southbound bus lane has been retained along this narrow section.

The Proposed Scheme will run south along the Stillorgan Road and Bray Road from the Anglesea Road junction. The existing lane configuration will be maintained for the most part along this section of the Proposed Scheme. New junction layouts have been proposed, as well as improved cycling and pedestrian facilities. This section includes the University College Dublin (UCD) Bus Interchange facility just inside the entrance to the UCD Campus.

The Proposed Scheme will continue from Loughlinstown Roundabout and run south along the Dublin Road through Shankill as far as Wilford Roundabout. The proposed road layout varies depending on the constraints through this section, with breaks in the segregated bus lanes and areas without segregated cycle tracks. This section includes the upgrade of the Dublin Road / Corbawn Lane / Shanganagh Road roundabout, and the Quinn's Road roundabout to signalised junctions.

From Wilford Roundabout the Proposed Scheme will run south along the Dublin Road and Castle Street to the end of the Proposed Scheme, just north of Fran O'Toole Bridge. This section will include upgrade of the Wilford Roundabout to a signalised junction. The majority of this section will include a bus lane, general traffic lane and segregated cycle track in each direction.

The Proposed Scheme will significantly enhance travel by public transport by providing bus priority as well as improved pedestrian and cycling infrastructure. Currently this access corridor is characterised by traffic congestion along certain sections, and bus lanes and cycling infrastructure are only provided intermittently. As such, buses and cyclists are competing for space with the general traffic, impacting on the attractiveness for pedestrians, cyclists and bus users of these sustainable transport modes.

The Proposed Scheme will improve both the overall journey times for buses along the route and their journey time reliability, by providing increased bus priority infrastructure. The result will be increased journey reliability, by largely removing interaction between bus traffic and general traffic, thereby delivering significant benefits to the travelling public and to the environment.

In addition to the improvements to bus journey times and journey time reliability, the Proposed Scheme will provide significant benefits for cyclists and pedestrians. The scheme design has been developed having regard to the relevant accessibility guidance and universal design principles so as to provide access for all users. The scheme will provide improved pedestrian crossing facilities along the route, with an increase in the number of signalised crossing points, and the provision of side road ramps.

The provision of dedicated cycling infrastructure along the Proposed Scheme will improve the level of service provided for cyclists along the route, making cycling trips safer and more attractive. In this regard, the Proposed Scheme will deliver substantial elements of the National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan 2013 (and the revised Cycle Network Plan updated as part of the Greater Dublin Transport Strategy 2022 – 2042), much of which does not currently have adequate provision - as well as linking with other existing and proposed cycling schemes and sustainable transport modes, contributing towards the development of a comprehensive cycling network for Dublin.

Several public realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity, which will contribute towards a safer, more attractive environment for pedestrians.

The primary objective of the Proposed Scheme, therefore, is the facilitation of modal shift from car dependency through the provision of walking, cycle and bus infrastructure enhancements, thereby contributing to an efficient, integrated transport system and facilitating a shift to a low carbon and climate resilient City.

The Proposed Scheme is one of 12 schemes to be delivered under the BusConnects Dublin - Core Bus Corridors Infrastructure Works (hereafter referred to as the CBC Infrastructure Works). The CBC Infrastructure Works is one of the initiatives within the NTA's overall BusConnects programme.

The BusConnects programme seeks to greatly improve bus services in Irish cities, including Dublin, so that journeys by bus will be fast, reliable, punctual, convenient and affordable.

Further information is provided in Chapter 2 (Need for the Proposed Scheme), while Chapter 3 (Consideration of Reasonable Alternatives) outlines the alternatives considered.

It is envisaged that the CBC Infrastructure Works, once completed, will deliver the radial Core Bus Corridors identified in the Transport Strategy for the Greater Dublin Area 2016 - 2035 and the replacement Transport Strategy (2022 – 2042).

A full description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description), which is accompanied by the scheme design drawings in Volume 3 (Figures) of this EIAR, while the assessment of cumulative impacts and interactions are presented in Chapter 21 (Cumulative Impacts & Environmental Interactions) of this Volume of the EIAR.

The EIAR is defined by the Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports as a '*report or statement of the effects, if any, that the Proposed Project, if carried out, would have on the environment*' (EPA 2022). The EIAR details the consideration of reasonable alternatives, consideration and assessment of likely significant impacts, mitigation, and avoidance measures to reduce significant adverse impacts, and an assessment of residual impacts. This EIAR has been completed in accordance with all applicable legislation and all relevant guidance documents and will facilitate An Bord Pleanála (ABP) in undertaking an EIA for the Proposed Scheme under the EIA Directive<sup>1</sup> and Section 50 of the Roads Act 1993, as amended by S.I. No. 279/2019 - European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (hereafter referred to as the Roads Act).

## 1.2 Aim and Objectives

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

<sup>1</sup> 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 (hereafter referred to as the 2011 EIA Directive), as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (hereafter referred to as the 2014 EIA Directive, which collectively are referred to as the EIA Directive).

The planning and design of the Proposed Scheme has been guided by this aim and these objectives, with the need for the Proposed Scheme described in detail in Chapter 2 (Need for the Proposed Scheme) of this EIAR.

The outcomes achieved from delivering the Proposed Scheme will be:

- An attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity;
- To facilitate a transport infrastructure network that prioritises walking and cycling and a mode shift to public transport; and
- To support increased economic and social potential through integrated land-use and transport planning to reduce the time burden of travel.

### 1.3 Delivery of Project

In the event that approval is granted in respect of the Proposed Scheme, it is proposed to deliver the CBC Infrastructure Works over the period from 2023 to 2028. In the event of approval by ABP under Section 51 of the Roads Act and confirmation of the Compulsory Purchase Order (CPO) to allow property acquisition to facilitate the delivery of the Proposed Scheme, it is envisaged that construction would commence during 2024 at the earliest, with an expected construction programme to completion of approximately 36 months.

### 1.4 Role of the National Transport Authority

The National Transport Authority (NTA) is a statutory non-commercial body, which operates under the aegis of the Department of Transport. The NTA was established on foot of the Dublin Transport Authority Act 2008 (as amended) (hereafter referred to as the 2008 Act).

The NTA has some specific additional functions in respect of infrastructure and the integration of transport and land use planning in the GDA, reflecting the particular public transport and traffic management needs of the Eastern region of the country comprising approximately 40% of the State's population and economic activity.

The NTA is responsible for the development and implementation of strategies to provide high quality, accessible and sustainable transport across Ireland. The NTA has a number of statutory functions including the following which are relevant to the Proposed Scheme:

- Develop an integrated, accessible public transport network;
- Provide bus infrastructure and fleet and cycling facilities and schemes; and
- Invest in all public transport infrastructure.

Specifically, under Section 44(1) of the 2008 Act, *'in relation to public transport infrastructure in the GDA, the Authority shall have the following functions:*

- (a) to secure the provision of, or to provide, public transport infrastructure,*
- (b) to enter into agreements with other persons in order to secure the provision of such public transport infrastructure, whether by means of a concession, joint venture, public private partnership or any other means, and*
- (c) to acquire and facilitate the development of land adjacent to any public transport infrastructure where such acquisition and development contribute to the economic viability of the said infrastructure whether by agreement or by means of a compulsory purchase order made by the Authority in accordance with Part XIV of the Act of 2000'.*

The Board of the NTA, at its meeting on 18 October 2019, considered whether the function of providing the public transport infrastructure comprising of the CBC Infrastructure Works should be performed by the NTA itself under the provisions of section 44(2)(b) of the 2008 Act. Following consideration, the Board of the NTA decided that the functions in relation to securing the provision of public transport infrastructure falling within section 44(2)(a) of the 2008 Act in relation to the CBC Infrastructure Works should be performed by the NTA.

The NTA established a dedicated BusConnects Infrastructure team to advance the planning and construction of the CBC Infrastructure Works, including technical and communications resources and external service providers procured in the planning and design of the 12 Proposed Schemes.

In the case of the Bray to City Centre Core Bus Corridor Scheme, the functions of the BusConnects Infrastructure team included undertaking the design and planning process, seeking (and obtaining) all development consents including related compulsory acquisition approvals from ABP, and constructing the Proposed Scheme (if approved).

## **1.5 EIAR Process, Screening, Scoping, Content and Methodology**

### **1.5.1 Introduction**

As set out in the 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (August 2018) (Department of Housing, Planning and Local Government 2018) (hereafter referred to as the 2018 Guidelines), the 2014 EIA Directive requires that public and private projects that are likely to have significant effects on the environment shall be made subject to an assessment prior to development consent being given. As set out in the 2018 Guidelines, Environmental Impact Assessment (EIA) is a process to be undertaken in respect of applications for specified classes of development listed in the EIA Directive before a decision in respect of development consent is made. The process involves the preparation of an Environmental Impact Assessment Report (EIAR) by the applicant, consultations with the public, relevant prescribed bodies and any other affected Member States, and an examination and analysis of the EIAR and other relevant information leading to a reasoned conclusion by the competent authority on the likely significant effects of the proposed development on the environment. Again, as observed in the 2018 Guidelines, the provisions of the 2014 EIA Directive are aimed at enhancing the EIA process through ensuring the completeness and quality of the EIAR submitted by the applicant and the examination undertaken by the competent authority and by providing for early and effective public participation before the development consent decision is made.

The EIA Directive requires that public and private projects that are likely to have significant effects on the environment be made subject to an assessment prior to development consent being given. The requirements of the 2014 EIA Directive were transposed into Irish law with the enactment of a number of implementing legislative measures, including S.I. No. 296/2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (hereafter referred to as the 2018 EIA Regulations), with effect from 1 September 2018. Further, S.I. No. 279/2019 – European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 amended the provisions of the Roads Act and the Roads Regulations 1994 (S.I. No. 119/1994).

It is pursuant to the provisions of the amended Roads Act and Roads Regulations 1994 that this EIAR has been prepared in respect of the Proposed Scheme. Article 5 of and Annex IV to the EIA Directive and Section 50(2) of the Roads Act specify the information to be contained in an EIAR in relation to this Proposed Scheme.

Accordingly, this EIAR contains all of the information prescribed by the relevant provisions of Article 5 of and Annex IV to the EIA Directive, and Section 50(2) of the Roads Act.

### **1.5.2 Relevant Policy, Plans and Guidelines**

This EIAR has been prepared in accordance with, but not limited to, the following legislation and guidance:

- The EIA Directive;
- Roads Act 1993, (as amended);
- Roads Regulations 1994, (as amended);
- Planning and Development Act 2000 (No. 30 of 2000) (as amended);
- Planning and Development Regulations 2001 (S.I. No. 600 of 2001) (as amended);
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022);
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017);

- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Commission 1999);
- The Department of Housing, Planning and Local Government (DHPLG) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018);
- Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Commission 2013);
- National Roads Authority (NRA) Environmental Impact Assessment of National Road Schemes – A Practical Guide (NRA 2008); and
- Advice Note 17: Cumulative Effects Assessment Relevant to Nationally Significant Infrastructure Projects (The Planning Inspectorate 2019).

Where necessary, the impact assessment chapters refer to policy documents that are specifically relevant to their assessment.

Key policy documents that inform the examination of all environmental topic areas include:

- Project Ireland 2040 National Planning Framework (Government of Ireland 2018a);
- Project Ireland 2040 National Development Plan 2018 – 2027 (Government of Ireland 2018b);
- Project Ireland 2040 National Development Plan 2021 – 2030 (Government of Ireland 2021);
- Climate Action Plan 2019 (Government of Ireland 2019);
- Smarter Travel: A Sustainable Transport Future: A New Transport Strategy for Ireland 2009 – 2020 (DTTAS 2009);
- Eastern and Midlands Regional Assembly (EMRA) Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031 (EMRA 2019);
- Transport Strategy 2016 - 2035 (NTA 2016);
- National Investment Framework for Transport in Ireland (NIFTI) (DoT 2021);
- Greater Dublin Area Cycle Network Plan (NTA 2013);
- Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016);
- Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2023);
- Dublin City Council (DCC) Dublin City Development Plan 2022 – 2028 (DCC 2022);
- Dún Laoghaire-Rathdown County Council (DLRCC) Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 (DLRCC 2022);
- Wicklow County Council (WCC) Wicklow County Development Plan 2022 – 2028 (WCC 2022); and
- Relevant Local Area Plans (LAP) including the Stillorgan Local Area Plan 2018 – 2024 (DLRCC 2018), the Woodbrook – Shanganagh Local Area Plan 2017 – 2023 (DLRCC 2017) and the Bray Municipal District Local Area Plan 2018 – 2024 (WCC 2018), Strategic Development Zones and Public Realm Plans including Dublin City Public Realm Strategy (DCC 2012).

Where necessary, the impact assessment chapters refer to legislation and guidance documents that are specifically relevant to their assessment.

In addition to the applicable EIA legislation and guidance, all relevant provisions of European Union (EU) Directives and national legislation relating to the specialist areas have also been considered as part of the process and are addressed in the relevant assessment chapters.

### **1.5.3 EIA Process**

EIA is a systematic and an iterative process that examines the potential environmental impacts of a proposed development or project and establishes appropriate design and mitigation measures to avoid, reduce or offset impacts. The assessment of potential environmental impacts arising from the Proposed Scheme has been conducted in accordance with best practice as detailed in the chapters and associated appendices prepared in respect of each relevant environmental topic.



The EIA process can generally be summarised as follows:

- **Screening** – determining whether or not an EIA is required for the Proposed Scheme. This included a review of the Proposed Scheme and understanding the legislative requirement for EIA under the Roads Act;
- **Consideration of the EIAR's Scope** – the EIA team considered the characteristics of the Proposed Scheme and the likely relevant issues which could arise due to its construction and operation;
- **Baseline Data Collection** – Establishment of a robust baseline of the existing environment in the study area of the Proposed Scheme, including a review of existing available information and undertaking any surveys identified as required during the Scoping phase;
- **Impact Assessment** – Assessment of the potential environmental impacts of the Proposed Scheme with and without mitigation measures, and an iterative process of informing design to avoid impacts;
- **Mitigation** – Formulation of mitigation measures to ameliorate the potential impacts of the Proposed Scheme which cannot be avoided through design;
- **Consultation** – With Statutory Authorities, Stakeholders, the public and other bodies;
- **Decision** – The competent authority, in this case ABP, will decide if the Proposed Scheme can be authorised, and if so, may specify conditions that must be adhered to;
- **Announcement** – The public is informed of the decision; and
- **Monitoring** – When required, monitoring of the effectiveness of implemented mitigation measures during construction and operation.

#### 1.5.4 Screening and the Legislative Requirement for EIA

Screening is the first stage of the EIA process, whereby a decision is made on whether or not an EIA is required.

Section 50 of the Roads Act is concerned with the requirement for EIA of road development. Section 50(1)(a) states that:

*'A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:*

- *(i) The construction of a motorway;*
- *(ii) The construction of a busway;*
- *(iii) The construction of a service area;*
- *(iv) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road'.*

Under Article 8 of S.I. No. 119/1994 - the Road Regulations 1994 (as amended) the prescribed type of road development for the purposes of Section 50(1)(a)(iv) of the Roads Act are:

- *'(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'; and*
- *'(b) The construction of a new bridge or tunnel which would be 100 metres or more in length'.*

The Proposed Scheme meets the threshold as set out in Article 8 of the Road Regulations 1994 (as amended), in that it includes the realignment and/or widening of an existing road so as to provide four or more lanes, where such realigned and / or widened road is more than 500 metres in length and is in an urban area.

#### 1.5.5 Consideration of the EIAR Scope

As referenced above, the scope of the EIA was developed having regard to the characteristics of the Proposed Scheme and all likely significant environmental effects which could arise due to its construction and operation.

In addition, during the development of the EIAR, prescribed bodies and relevant non-statutory consultees (refer to Section 1.6 of this Chapter) were consulted to apprise them of the proposed approach to the EIAR and they were afforded the opportunity to provide comment on the approach.

Comments received during this pre-application consultation process with prescribed bodies and non-statutory bodies were reviewed and considered in the preparation of this EIAR.

Moreover, as a result of the three phases of extensive public consultation in respect of the Proposed Scheme, submissions and observations received from the public and public concerns were considered and, where appropriate, issues raised in those submissions and observations are included in the EIAR.

## 1.5.6 Contents of the EIAR

As set out in the European Commission’s (EC) ‘Environmental Impact Assessment of Projects Guidance on the preparation of the Environmental Impact Assessment Report’ (EC 2017), ‘*the EIAR is the document prepared by the developer [of a project] that presents the output of the assessment. It contains information regarding:*

- *the Project,*
- *the likely significant effect of the Project,*
- *the Baseline scenario,*
- *the proposed Alternatives,*
- *the features and Measures to mitigate adverse significant effects,*
- *as well as a Non-Technical Summary and,*
- *any additional information specified in Annex IV of the EIA Directive.’*

Article 5 of and Annex IV to the EIA Directive, as well as Section 50(2) of the Roads Act specifies the information to be contained in an EIAR in relation to this Proposed Scheme.

For clarity on the information to be contained in the EIAR, the relevant sections of the legislation are reproduced in Table 1.1.

**Table 1.1: Annex IV of the EIA Directive**

Annex IV – Information Referred to in Article 5(1) (Information for the EIAR)
1. Description of the project, including in particular: <ul style="list-style-type: none"> <li>(a) <i>A description of the location of the project;</i></li> <li>(b) <i>A description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;</i></li> <li>(c) <i>A description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; and</i></li> <li>(d) <i>An estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operation phases</i></li> </ul>
2. <i>A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.</i>
3. <i>A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge</i>
4. <i>A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydro morphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.</i>
5. <i>A description of the likely significant effects of the project on the environment resulting from, inter alia:</i> <ul style="list-style-type: none"> <li>(a) <i>The construction and existence of the project, including, where relevant, demolition works;</i></li> <li>(b) <i>The use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</i></li> <li>(c) <i>The emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</i></li> <li>(d) <i>The risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</i></li> <li>(e) <i>The cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;</i></li> <li>(f) <i>The impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;</i></li> <li>(g) <i>The technologies and the substances used.</i></li> </ul>

Annex IV – Information Referred to in Article 5(1) (Information for the EIAR)
<i>The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.</i>
<i>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</i>
<i>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</i>
<i>8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.</i>
<i>9. A non-technical summary of the information provided under points 1 to 8.</i>
<i>10 A reference list detailing the sources used for the descriptions and assessments included in the report’.</i>

Section 50(2) of the Roads Act specifies the information to be contained in an EIAR, and is reproduced in Table 1.2.

**Table 1.2: Section 50(2) of the Roads Act**

Section 50(2) of the Roads Act
<p><i>‘50(2) The road authority or the Authority, as the case may be, shall ensure that an environmental impact assessment report referred to in subsection (1B) —</i></p> <ul style="list-style-type: none"> <li><i>a) is prepared by competent experts,</i></li> <li><i>b) subject to subsection (3), contains the following information:</i> <ul style="list-style-type: none"> <li><i>(i) a description of the proposed road development comprising information on the site, design, size and other relevant features of the development;</i></li> <li><i>(ii) a description of the likely significant effects of the proposed road development on the environment;</i></li> <li><i>(iii) a description of any features of the proposed road development and of any measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;</i></li> <li><i>(iv) a description of the reasonable alternatives studied by the road authority or the Authority, as the case may be, which are relevant to the proposed road development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed road development on the environment;</i></li> <li><i>(v) a non-technical summary of the information referred to in subparagraphs (i) to (iv);</i></li> <li><i>(vi) any additional information specified in Annex IV that is relevant to the specific characteristics of the particular proposed road development or type of proposed road development and to the environmental features likely to be affected,</i></li> </ul> </li> </ul> <p><i>and</i></p> <ul style="list-style-type: none"> <li><i>c) takes into account the available results of other relevant assessments carried out pursuant to any Act of the Oireachtas or under European Union legislation with a view to avoiding duplication of assessments.”</i></li> </ul>

## 1.5.7 EIAR Structure

The EIAR for the Proposed Scheme is presented in four volumes, as follows:

- **Volume 1 – Non-Technical Summary:** This summarises the findings of the EIAR in a clear, accessible format that uses non-technical language and supporting graphics. The Non-Technical Summary describes the Proposed Scheme, summarises the baseline environment, potential impacts and mitigation measures, and relevant topics of the EIAR in a manner that can be easily understood by the general public;
- **Volume 2 – Main Report:** This includes introductory chapters in addition to ‘assessment’ chapters for each environmental topic in accordance with Annex IV of the EIA Directive. The front-end chapters provide the relevant Proposed Scheme context while the assessment chapters provide a description of the relevant environmental aspects and likely significant impacts with cumulative impacts from other schemes in combination with the predicted impacts of the Proposed Scheme, and summary chapters provided thereafter;
- **Volume 3 – Figures:** This provides drawings, maps and graphics (including photomontages) that support, and are referenced within Volume 2; and

- **Volume 4 – Appendices:** This provides the technical reports that support and are cross-referenced within Volume 2. This includes modelling data, background reports and / or other relevant documents.

The EIAR chapter structure is presented in Table 1.3.

**Table 1.3: EIAR Structure**

EIAR Chapter	Description
<b>Volume 1: Non-Technical Summary</b>	
NTS	Summary of the EIAR in non-technical language.
<b>Volume 2: Main Report</b>	
Chapter 1	Introduction
Chapter 2	Need for the Proposed Scheme
Chapter 3	Consideration of Reasonable Alternatives
Chapter 4	Proposed Scheme Description
Chapter 5	Construction
Chapter 6	Traffic & Transport
Chapter 7	Air Quality
Chapter 8	Climate
Chapter 9	Noise & Vibration
Chapter 10	Population
Chapter 11	Human Health
Chapter 12	Biodiversity
Chapter 13	Water
Chapter 14	Land, Soils, Geology & Hydrogeology
Chapter 15	Archaeological & Cultural Heritage
Chapter 16	Architectural Heritage
Chapter 17	Landscape (Townscape) & Visual
Chapter 18	Waste & Resources
Chapter 19	Material Assets
Chapter 20	Risk of Major Accidents and / or Disasters
Chapter 21	Cumulative Impacts & Environmental Interactions
Chapter 22	Summary of Mitigation & Monitoring Measures
Chapter 23	Summary of Significant Residual Impacts
<b>Volume 3: Figures</b>	
Figures	Graphics and plans supporting the EIAR chapters, illustrating the Proposed Scheme and environmental information.
<b>Volume 4: Appendices</b>	
Appendices	Technical reference information supporting the EIAR chapters, such as technical reports compiling calculations and detailed background data.

While the EIAR has been prepared in compliance with the EIA Directive, it has also been written to make it accessible to a wider, non-specialist audience. Where technical terminology is used, an explanation is provided in the text, and / or in the glossary of terms which is provided at the beginning of Volume 2 of the EIAR.

Generally, the structure of the Chapters in Volume 2 (Main Report) of this EIAR, aligns with both the European Commission EIAR Guidance (EC 2017) and EPA Guidelines (EPA 2022), and includes the following headings:

- **Introduction:** Provides an overview of the aims and objectives of the specific chapter in assessing the Proposed Scheme and outlines the scope of the assessment;
- **Methodology:** Describes the forecasting methods and evidence used to identify and assess the significant impacts on the environment;

- **Baseline Environment:** The baseline refers to the current state of environmental characteristics. It involves the collection and analysis of information on the condition, sensitivity and significance of relevant environmental topics which are likely to be significantly impacted by the Proposed Scheme;
- **Potential Impacts:** Reporting in the EIAR is structured to ensure that criteria and standards of significance, sensitivity and magnitude used as part of the assessment are identified and documented and that the level of certainty of data is recorded. An explanation is provided for the assessment criteria that have been applied within each environmental topic area, including reference to the appropriate published guidance;
- **Mitigation and Monitoring Measures:** This section sets out measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse impacts on the environment and, where appropriate, identifies any proposed mitigation and monitoring arrangements. This section covers both the Construction and Operational Phases; and
- **Residual Impacts:** Any impacts that are predicted to remain after all mitigation measures have been implemented are referred to as 'Residual Impacts'. These are the remaining environmental impacts of the Proposed Scheme that could not be reasonably avoided.

## 1.5.8 Assessment Scenarios

### 1.5.8.1 Do Nothing Scenario

The EIAR chapters considers a 'Do Nothing' scenario (with the exception of Air Quality / Noise & Vibration / Climate which assess the Do Minimum and Do Something scenarios described below). The Do Nothing scenario outlines what is likely to happen to the environment should the Proposed Scheme and other GDA Strategy projects (including the other 11 Core Bus Corridor Schemes) not be implemented, taking account of the continuation or change of current management regimes as well as the continuation or change of trends currently evident in the environment.

### 1.5.8.2 Traffic and Transport Assessment Scenarios

The impact assessments that have been carried as part of Chapter 6 (Traffic and Transport) use the following scenarios:

- **'Do Nothing'** – The 'Do Nothing' scenario is the same as set out above and it represents the current baseline traffic and transport conditions of the direct and indirect study areas **without** the Proposed Scheme in place and other GDA Strategy projects, which is outlined in Chapter 6 (Traffic & Transport). This scenario forms the reference case by which to compare the Proposed Scheme ('Do Something') for the qualitative assessments only.
- **'Do Minimum'** – The 'Do Minimum' scenario (Opening Year 2028, Design Year 2043) represents the likely traffic and transport conditions of the direct and indirect study areas including for any transportation schemes which have taken place, been approved or are planned for implementation, **without** the Proposed Scheme in place – refer to Section 1.5.8.3. This scenario forms the reference case by which to compare the Proposed Scheme ('Do Something') for the quantitative assessments. Further detail on the scheme and demand assumptions within this scenario is included in Chapter 6 (Traffic & Transport).
- **'Do Something'** – The 'Do Something' scenario represents the likely traffic and transport conditions of the direct and indirect study areas including for any transportation schemes which have taken place, been approved or are planned for implementation, **with** the Proposed Scheme in place (i.e. the Do Minimum scenario with the addition of the Proposed Scheme).

### 1.5.8.3 Do Minimum Transport Schemes

The core reference case (Do Minimum) modelling scenarios (Opening Year - 2028 and Design Year - 2043) are based on the progressive roll-out of the Greater Dublin Area (GDA) Transport Strategy 2022 - 2042 (GDA Strategy), with a partial implementation by 2028, in line with National Development Plan (NDP) investment priorities and the full implementation by 2043.

The Do Minimum scenarios (in both 2028 and 2043) include all other elements of the BusConnects Programme of projects (apart from the CBC Infrastructure Works elements) i.e. the new BusConnects routes and services (as

part of the revised Dublin Area bus network), new bus fleet, the Next Generation Ticketing and integrated fare structure proposals are included in the Do Minimum scenarios.

In 2028, other notable Do Minimum transport schemes include; the roll out of the DART+ Programme, Luas Green Line capacity enhancement and the Greater Dublin Area Cycle Network Plan implementation (excluding BusConnects CBC elements).

As outlined above, the 2043 Do Minimum scenario assumes the full implementation of the GDA Strategy projects, so therefore assumes that proposed major transport schemes such as MetroLink, and Luas line extensions to Lucan, Finglas, Poolbeg and Bray are all fully operational.

### 1.5.9 Assessment Criteria

The assessments evaluate the Construction and Operational Phases of the Proposed Scheme, with the likelihood, extent, magnitude, duration and significance of potential impacts described. The interactions in impacts between different environmental aspects and the potential for cumulative impacts to arise are also considered. For all environmental topics, the significance of any residual impacts remaining are assessed and presented.

The assessment criteria used generally follow the European Commission EIAR Guidance (EC 2017) and EPA Guidelines (EPA 2022), as reproduced in Table 1.4, unless otherwise stated and described within the relevant EIAR chapter.

**Table 1.4: Description of Effects from the EPA Guidelines (EPA 2022)**

<b>Assessment Criteria</b>	
<b>Quality of Effects</b>	
It is important to inform the non-specialist reader whether the effect is positive, negative or neutral.	<p><b>Positive Effects</b> A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).</p>
	<p><b>Neutral Effects</b> No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.</p>
	<p><b>Negative / Adverse Effects</b> A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem, or damaging health or property or by causing nuisance).</p>
<b>Significance of Effects</b>	
'Significance' is a concept that can have different meanings for different topics – in the absence of specific definitions for the different topics the following definitions may be useful.	<p><b>Imperceptible</b> An effect capable of measurement but without significant consequences.</p>
	<p><b>Not Significant</b> An effect which causes noticeable changes in the character of the environment but without significant consequences.</p>
	<p><b>Slight Effects</b> An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.</p>
	<p><b>Moderate Effects</b> An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.</p>
	<p><b>Significant Effects</b> An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment.</p>
	<p><b>Very Significant Effects</b> An effect which, by its character, magnitude, duration or intensity, significantly alters most of a sensitive aspect of the environment.</p>
	<p><b>Profound Effects</b> An effect which obliterates sensitive characteristics.</p>

Assessment Criteria	
<b>Extent and Context of Effects</b>	
Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	<b>Extent</b> Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	<b>Context</b> Describe whether the extent, duration or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?).
<b>Probability of Effects</b>	
Descriptions of effects should establish how likely it is that the predicted effects will occur so that the CA can take a view of the balance of risk over advantage when making a decision.	<b>Likely Effects</b> The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	<b>Unlikely Effects</b> The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
<b>Describing the Duration and Frequency of Effects</b>	
'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	<b>Momentary Effects</b> Effects lasting from seconds to minutes
	<b>Brief Effects</b> Effects lasting less than a day
	<b>Temporary Effects</b> Effects lasting less than a year
	<b>Short-term Effects</b> Effects lasting one to seven years
	<b>Medium-term Effects</b> Effects lasting seven to fifteen years
	<b>Long-term Effects</b> Effects lasting fifteen to sixty years
	<b>Permanent Effects</b> Effects lasting over sixty years
	<b>Reversible Effects</b> Effects that can be undone, for example through remediation or restoration
<b>Frequency of Effects</b> Describe how often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)	

### 1.5.10 Details of Competent Experts

The BusConnects Infrastructure team has engaged an environmental team led by Jacobs Engineering to undertake the preparation of this EIAR for the Proposed Scheme, in collaboration with the Engineering Design Team led by Jacobs Engineering. The responsible competent expert(s) and details of their expertise are provided in Table 1.5.

**Table 1.5: Details of Competent Experts**

Topic	Main Author – Competency Details
Chapter 1 (Introduction)	<p><b><u>David King BE MEng Certified Project Manager, Jacobs</u></b>                      David is the Divisional Director for Transport Planning in Ireland for Jacobs. He has over 20 years’ professional experience in policy derivation, transport strategy preparation, modelling, traffic impact, multi-modal scheme appraisal, business case development, planning applications, Environmental Impact Statement (EIS) preparation, Compulsory Purchase Order (CPO), and Oral Hearings for all modes of transport including heavy rail, light rail, bus and BRT, and Metro. He holds an honours degree and Master’s Degree in Engineering from Technological University Dublin (formerly IT Tallaght) and is a certified Project Manager. David has excellent experience in all aspects of transportation planning, project appraisal and project management of public transport and urban planning schemes, and his areas of expertise include:</p> <ul style="list-style-type: none"> <li>Professional witness at several Oral Hearings for key infrastructure development proposals in Ireland such as Metro North, Luas Cross City, Luas Citywest, and Luas Docklands. Oral Hearing evidence included presenting the Business Case for the Scheme, and environmental evidence in relation to planning and policy, traffic, socioeconomics, and land-use.</li> <li>Wide-ranging experience in the preparation of Railway Orders, including Metro North, Metro West, and Luas Cross City.</li> </ul> <p>David has overall responsibility for co-ordinating all services relating to the identification and mitigation of environmental impacts associated with the 12 Schemes (including the Proposed Scheme) that comprise the BusConnects Programme.</p> <p><b><u>Eddie Feely BSc MIES CEnv, Arup</u></b>                      Eddie is an Associate with Arup and has over 21 years’ experience as an Environmental Consultant. He holds a BSc in Environmental Pollution Science, is a Member of the Institution of Environmental Sciences and is a Chartered Environmentalist. Eddie has managed the preparation of Environmental Impact Assessment Reports Statements for a number of infrastructure projects including High Speed Two Phase 2a (West Midlands to Crewe) in the UK, Curragh Racecourse Redevelopment, DART Underground, Dublin Airport Visual Control Tower and Wicklow Port Access and Town Relief Road. Eddie presented expert witness evidence at the DART Underground and Wicklow Port Access and Town Relief Road oral hearings. Eddie is the overall EIAR co-ordinator 12 Schemes (including the Proposed Scheme) that comprise the BusConnects Programme.</p> <p><b><u>Sarah Kiernan BSc, MSc, MCIWEM C.WEM CEnv, Jacobs</u></b>                      Sarah Kiernan is a Senior Associate Director with Jacobs and has over 16 years’ experience as an Environmental Consultant. She holds an honours degree in Geography from Lancaster University as well as a Master of Science in Environmental Consultancy from Newcastle University. She is a Chartered Environmentalist (CEnv) with the Society of the Environment and is a Chartered Water and Environmental Manager (C.WEM) with the Chartered Institute of Water and Environmental Management (CIWEM). Sarah has managed the preparation of Environmental Impacts Assessments for a number of road and linear infrastructure schemes including Dunkettle Interchange Improvement Scheme, Greater Dublin Drainage Project, N69 Listowel Bypass, and N60 Balla to Claremorris, and has presented expert witness evidence at Oral Hearings. Sarah was the lead co-ordinator for the Proposed Scheme EIAR.</p> <p><b><u>Stuart Nicol BEng, CEng MICE, Jacobs</u></b>                      Stuart Nicol is a Director of Operations with Jacobs. Stuart led the overall delivery of the Engineering Design of the Jacobs Schemes including the Proposed Scheme. He holds an honours degree in Civil Engineering from University of Aberdeen and is a Chartered Engineer with the Institution of Civil Engineers. Stuart has over 24 years’ experience in the design and delivery of major infrastructure projects. He has strong experience in the delivery of large-scale transportation projects, from concept through design and construction completion.</p> <p><b><u>Caitriona Molloy BEng, CEng MICE, Jacobs</u></b>                      Caitriona Molloy is a Technical Director with Jacobs. She holds an honours degree in Civil Engineering from NUI Galway and is a Chartered Engineer with the Institution of Civil Engineers. Caitriona has over 13 years’ experience in the design and delivery of major infrastructure projects. She has strong experience in the delivery of large-scale transportation projects, from concept through design and construction completion.</p> <p><b><u>Ruchi Sharma BEng, MPlan, CEng MIE, Jacobs</u></b>                      Ruchi Sharma is an Associate Director with Jacobs. She holds an honours degree in Civil Engineering from MSU India, Masters in Urban Planning and is a Chartered Engineer with the Engineers Ireland. Ruchi has over 15 years’ experience in the design and delivery of major infrastructure projects. She has strong experience in the delivery of large-scale transportation projects, from concept through design and construction completion.</p>



Topic	Main Author – Competency Details
Chapter 2 (Need for the Proposed Scheme)	<p><b><u>Sarah Kiernan</u></b>  <b><u>David King</u></b>  <b><u>Stuart Nicol</u></b>  <b><u>Caitriona Molloy</u></b>  <b><u>Ruchi Sharma</u></b>            See above</p>
Chapter 3 (Consideration of Reasonable Alternatives)	<p><b><u>Sarah Kiernan</u></b>  <b><u>Stuart Nicol</u></b>  <b><u>Caitriona Molloy</u></b>  <b><u>Ruchi Sharma</u></b>            See above</p>
Chapter 4 (Proposed Scheme Description)	<p><b><u>Sarah Kiernan</u></b>  <b><u>Stuart Nicol</u></b>  <b><u>Caitriona Molloy</u></b>  <b><u>Ruchi Sharma</u></b>            See above</p>
Chapter 5 (Construction)	<p><b><u>Sarah Kiernan</u></b>  <b><u>Stuart Nicol</u></b>  <b><u>Caitriona Molloy</u></b>  <b><u>Ruchi Sharma</u></b>            See above</p> <p><b><u>Michael Mitchell BEng (Hons), CEng, MICE, MStructE, MAPM, ARUP</u></b>            Michael Mitchell is an Associate Director with ARUP. He holds an honours degree in Civil Engineering from University of Strathclyde.            Michael has 25 years' relevant experience and in particular, managed the planning and design for various road schemes including A2 Buncrana Road, A6 Randalstown to Castledawson, Busway Bridge &amp; Ramps at Belfast Transport Hub and Dunleer-Dundalk Motorway.</p>
Chapter 6 (Traffic & Transport)	<p><b><u>Ian Byrne BEng MSc, Systra</u></b>            Ian Byrne is a Business Director of the Data, Modelling and Analytics Sector within SYSTRA and has over 23 years' experience as a Transport Planning Consultant. He holds an honours degree in Civil Engineering and a Master's Degree in Transportation Engineering from Trinity College Dublin. Ian is a Fellow in the Chartered Institute of Highways and Transportation. Ian has prepared transport assessments for many strategies and multi-modal schemes across Ireland and has been a professional witness at a number of Oral Hearings for key infrastructure development proposals in Ireland including Port of Cork Ringaskiddy Development, Metro North, Adamstown SDZ, N4 Upgrade Scheme and Cork Docklands Infrastructure amongst others.</p> <p><b><u>Paul Hussey BEng, Systra</u></b>            Paul Hussey is an Associate with Systra and has over 13 years' experience as a Transport Planning Consultant. He holds an honours degree in Civil Engineering from University College Dublin.            Paul has 13 years' relevant experience in a wide range of transportation planning, policy and engineering projects. Through his work Paul has gained a broad knowledge of transport scheme appraisal in Ireland and has successfully delivered a number of challenging transport assessment and appraisal projects such as the MetroLink Cost Benefit Analysis (CBA), the Greater Dublin Area (GDA) Transport Strategy, Cork Metropolitan Area Transport Strategy (CMATS), DART Expansion Options Assessment and the Metro North Route Alignment Options Appraisal.</p>

Topic	Main Author – Competency Details
	<p><b><u>David King</u></b> See above</p>
Chapter 7 (Air Quality)	<p><b><u>Edward Porter, BSc(Hons) PhD C Chem MRSC MIAQM MEnvSc, AWN Consulting</u></b></p>
Chapter 8 (Climate)	<p>Edward Porter is a Director (Air Quality) with AWN Consulting. He holds an honours degree in Chemistry from University of Sussex and is a Chartered Chemist and a Full Member of the Institute of Environmental Sciences (IES).</p> <p>Edward has 25 years' relevant experience and in particular, has prepared numerous Air Quality and Climate Impact Assessments for infrastructural developments including the M3 Navan Bypass and Kells Bypass, M7/M8 Motorway and the M1 Dundalk Western Bypass. Edward presented expert witness evidence at the An Bord Pleanála oral hearings into these developments.</p> <p><b><u>Jovanna Arndt, BSc (Hons) PhD AMIAQM AMEnvSc, AWN Consulting</u></b></p> <p>Jovanna Arndt is a Senior Environmental Consultant with AWN Consulting. She holds a BSc (Hons) in Environmental Science (2010) and a Ph.D. in Atmospheric Chemistry from University College Cork (2016) and is a member of the Institute of Air Quality Management. Jovanna has specialised in air quality for 10 years, 5 of which have been spent preparing Air Quality Impact Assessments for UK-based infrastructural developments such as HS2 and numerous Highways England road schemes, as well as assessing impacts from traffic management schemes such as the Liverpool and Newcastle/Gateshead Clean Air Zones.</p> <p><b><u>Dr. Avril Challoner, BEng, MIAQM, MEnvSc CSci, AWN Consulting</u></b></p> <p>Dr. Avril Challoner is a Senior Environmental Consultant with AWN Consulting. She holds a BSc (Hons) in honours degree in Environmental Engineering from National University of Ireland Galway (2009) and a Ph.D. in Air Quality from Trinity College Dublin (2013) . She is a member of the Institute of Air Quality Management and a Chartered Scientist (CSci). Avril has specialised in air quality for 11 years, 8 of which have been spent in consultancy working on Air Quality and Climate Impact Assessments for infrastructural developments. Avril presented expert witness evidence at the An Bord Pleanála oral hearings at developments including the N5 Ballaghaderreen to Scramoge upgrade.</p> <p><b><u>Ian Byrne / Paul Hussey – see above</u></b></p> <p>Ian and Paul have provided transport planning inputs for the preparation of the Climate assessment.</p>
Chapter 9 (Noise & Vibration)	<p><b><u>Jennifer Harmon BSc, MIOA , AWN Consulting</u></b></p> <p>Jennifer Harmon is the Principal Acoustic Consultant with AWN Consulting. She holds a BSc in Environmental Science, a Diploma in Acoustics and Noise Control and is a full member of the Institute of Acoustics (IOA). She has worked as a consultant since 2000, specialising in acoustics since 2001, and possesses extensive experience in the field of environmental noise and vibration impact assessment, noise control engineering, building and room acoustics. Jennifer has prepared noise and vibration impact assessments for a wide range of transport projects across Ireland, including new road schemes, road realignment and upgrade projects as well as light and heavy rail projects as landside air-noise. Her experience in road traffic noise impact assessment includes extensive baseline studies, detailed transport noise models, noise mitigation design and construction impact assessments.</p>
Chapter 10 (Population)	<p><b><u>Gareth Walters BEng MSc CMILT MCIHT, Jacobs</u></b></p> <p>Gareth Walters is a Transport Planner with Jacobs with almost 30 years' experience. He holds a masters in Transport Planning and an honours degree in Civil Engineering, and has been a Chartered Member of the Chartered Institute of Logistics and Transport for over 20 years. Gareth has carried out numerous demand forecasting and economic analyses, including preparing socio-economic impact assessments and business cases for transport infrastructure developments, in particular including MetroWest Phases 1 and 2 (reopening closed rail lines and new stations), various other new rail stations in the West of England, and several road schemes in Worcestershire and the West of England. Gareth recently participated in Issue Specific Hearings as part of examination of the Development Consent Order (DCO) for the Portishead Branch Line (MetroWest Phase 1).</p> <p><b><u>Siobhan Fisher BSc ICTTech, Jacobs</u></b></p> <p>Siobhan Fisher is a Transport Planning Consultant with Jacobs and has 4 years' experience of working on a wide variety of projects. She holds an honours degree in Mathematics and holds accreditation of ICTTech with the Institute of Highway Engineers. Siobhan has worked on a wide range of projects, including authoring of the NTA Greater Dublin Area Naas Road Study, Transport Assessment originator for the Southampton to London Pipeline, and originator of local council and National Highways business cases and Transport Assessments and junction models.</p>
Chapter 11 (Human Health)	<p><b><u>Dr Martin Hogan, EHA Occupation Health Hygiene Consultants – Health</u></b></p> <p>Dr Martin Hogan is a medical doctor, registered with the Irish Medical Council as a Specialist in Occupational Medicine since 1997. He has 20 years' experience in assessing Human Health impacts of proposed developments and has contributed to many Environmental Impact Statements. He has given evidence in over 20 Oral Hearings including transport infrastructure such as road, rail and airport development, as well as waste management including landfills and incinerators.</p>

Topic	Main Author – Competency Details
	<p>His specialist interests include Occupational Medicine in the Pharmaceutical and Chemical industry and Environmental Medicine. He lectures in Toxicology in University College Cork. He is a past National Speciality Director of Occupational Medicine in Ireland and a past Dean of the Faculty of Occupational Medicine of the Royal College of Physicians of Ireland. He is the President of the Organising Committee for ICOH 2018 and a member of the Board of ICOH (International Commission on Occupational Health).</p> <p><b><u>Jenny Wade MSc C.Env MIEMA, Jacobs</u></b></p> <p>Jenny Wade is an Associated Director with Jacobs. She holds a Master's degree in Environmental Management from Imperial College, London and is currently completing a Master's in Public Health part-time through Cardiff University.</p> <p>Jenny has over 18 years' relevant experience in environmental impact assessment and strategic environmental assessment.</p>
Chapter 12 (Biodiversity)	<p><b><u>Aebhín Cawley CEnv MCIEEM, Scott Cawley Ltd.</u></b></p> <p>Aebhín Cawley is Managing Director with Scott Cawley. She holds an honours degree in Zoology from Trinity College, Dublin and a postgraduate diploma in Physical Planning at Trinity. She is a Chartered Environmentalist (CEnv) with the Society for the Environment (Soc Env) and a Full Member of the CIEEM. Aebhín Cawley is an experienced ecological consultant with extensive experience in public and private sector projects including complex development types including infrastructure, renewable energy and ports. Aebhín has delivered lectures and training on Appropriate Assessment to a range of organisations and professional institutes and regularly provides Appropriate Assessment training to local authorities and other public sector organisations. She authored guidelines on Appropriate Assessment for the EPA and delivered training on its application to its inspectorate. Aebhín was the project director for the Biodiversity chapter of the EIAR and the NIS with overall responsibility for the delivery of those reports as well as for high-level input to the survey methodologies, assessment of impacts and development of the mitigation strategy.</p> <p><b><u>Emmi Virkki MSc, Scott Cawley Ltd.</u></b></p> <p>Emmi Virkki is a Senior Ecologist with Scott Cawley Ltd. with over six years of experience. She obtained an honours degree in Environmental Biology, from University College Dublin and a Masters degree in Environmental Science from the same institution. Her professional experience comprises of work with clients at both government and private levels. Emmi's specialism is ornithology, but she is also skilled in an extensive range of surveys, including terrestrial surveys for flora, fauna and non-native invasive species in all key Irish habitats. Her experience also comprises of work on monitoring projects for national surveys of Annex I habitats in sand dune and saltmarsh habitats. She has considerable experience in designing, undertaking and managing a wide range of ecological surveys, assessing impacts and designing mitigation measures and biodiversity enhancements. Emmi's experience includes a significant number of small to large scale projects where she was actively involved in to inform impact assessment for planning purposes. She has authored and assisted in the preparation of numerous Ecological Impact Assessment (EclA), Preliminary Ecological Appraisal (PEA) and Appropriate Assessment (AA) reports, as well as Biodiversity Chapter of Environmental Impact Assessment (EIA) reports, for linear infrastructure, residential, commercial, educational and industrial projects.</p>
Chapter 13 (Water)	<p><b><u>Rebecca Westlake BSc (hons), MSc, LLM, PhD, CSci, CMarSci, MIMarEST, Jacobs</u></b></p> <p>Rebecca is Head of Discipline for Water Science and Hydromorphology at Jacobs. She holds an honours degree in physical geography from Plymouth University, an MSc in coastal and marine resource management, an LLM in environmental law and practice, and a PhD in geomorphology. Rebecca is chartered with Institute of Marine Engineering, Science and Technology, and has approximately 25 years' relevant experience in water science and environmental assessment. Rebecca is highly experienced in many aspects of legislation and regulation, in addition to specific technical specialism in Water Framework Directive, and all stages of the EIA process, including Development Consent Orders. Rebecca is a technical lead for water chapters for major infrastructure projects including DCO for roads, rail and water sectors, often undertakes peer reviewer roles. She is currently lead technical reviewer for the Water Supply Project water chapter and associated technical appendices.</p>
Chapter 14 (Land, Soils, Geology & Hydrogeology)	<p><b><u>Marie Fleming BSc (Hons), MSc, Arup</u></b></p> <p>Marie is an Associate working in the Ground Engineering team in Arup and has a Bachelor of Science (Earth Sciences) honours degree from University College Cork and a Master's Degree in Engineering Geology from Imperial College London. Marie has over 18 years professional experience on large infrastructure projects and is a Professional Geologist (PGeo) with the Institute of Geologists of Ireland (IGI), a Chartered European Geologist (EurGeol) with the European Federation of Geologists and a Fellow of the Geological Society of London (GSL). She has prepared numerous Land, Soils, Geology &amp; Hydrogeology Impact Assessments for infrastructural developments including DART Underground and the M7 Osberstown Interchange and R407 Sallins Bypass.</p>
Chapter 15 (Archaeological & Cultural Heritage)	<p><b><u>Lisa Courtney BA (Hons) MSc (Ag) Dipl. Bus. Mgt., Adv. Dipl. In Planning &amp; Env. Law, MIAI, Courtney Deery Heritage Consultancy Ltd</u></b></p> <p>Lisa is a director of Courtney Deery Heritage Consultancy and has over 26 years of field and research experience in environmental impact assessment reporting. Lisa holds a BA (Hons) in Archaeology and Economics and a Msc (Ag) in Environmental Resource Management from University College Dublin and has obtained certificates from the University of Oxford in Condition Surveys of Historic Buildings (2017) and the assessment of setting of heritage assets (2013). Lisa has lectured in EIA and archaeology at UCD and holds a higher diploma in Planning and Environmental Law (2020). Lisa is a member of the Institute of Archaeologists of Ireland (IAI) and a member of the International Council of</p>

Topic	Main Author – Competency Details
	<p>Monuments and Places (ICOMOS). Lisa has carried out reports for large scale infrastructural projects including N5 Ballaghaderreen to Scramoge EIAR and Kildare Rail Route and conservation initiatives, her experience demonstrates a capability of characterising and the existing historic and archaeological environment and evaluating its significance. Lisa presented expert witness evidence at the An Bord Pleanála oral hearings into the above mentioned developments.</p> <p><b><u>Dr Clare Crowley BA (Hons), PhD. Courtney Deery Heritage Consultancy Ltd</u></b></p> <p>Clare, a Senior Heritage Consultant, has more than 20 years' experience in the field and holds a PhD in Archaeology (Dublin Institute of Technology, 2009), a BA (Hons) in Ancient History, Archaeology &amp; French (Trinity College Dublin, 1996), a Certificate in Repair and Conservation of Historic Buildings (Dublin Civic Trust, 2004) and a Certificate in Condition Surveys of Historic Buildings (University of Oxford, 2017). Clare has carried out numerous surveys and evaluations of archaeological monuments, buildings, sites and historic landscapes and streetscapes for the purposes of conservation and environmental impact assessment and has presented expert witness evidence for the M28 Cork to Ringaskiddy EIAR.</p>
<p>Chapter 16 (Architectural Heritage)</p>	<p><b><u>Cathal Crimmins B.Arch, MArch Sc (Conservation of Towns and Buildings), RIAI Grade 1 Accredited Conservation Architect, FRIAI, MRIBA</u></b></p> <p>Cathal Crimmins is a conservation architect with over thirty years' experience researching, recording and assessing historic structures, and landscapes. He is a fellow of the RIAI and member of RIBA. He is an RIAI Grade 1 accredited Conservation Architect. Cathal has tutored in architecture and in architectural conservation.</p> <p>Relevant experience includes the preparation of inventories of Tullamore, Carlow, Chapelizod, Henrietta Street, O'Connell Street and Dundrum for the OPW, the Irish Architectural Archive, The Dublin Civic Trust, UCD and private clients, advising on additions and deletions to the Record of Protected Structures to Dublin City Council &amp; Galway City Council.</p> <p><b><u>Julia Crimmins, BA (Hons), MUBC, MSc (Sp)</u></b></p> <p>Julia Crimmins is a built heritage consultant with Cathal Crimmins Architect, RIAI Grade 1 Accredited Practice. Julia holds a BA in Archaeology University College Dublin, a MUBC Master's in Urban and Building conservation University College Dublin (2006) and a MSc (Sp) in Spatial Planning from the Technical University of Dublin. Julia is a member of the Institute of Archaeologists of Ireland (IAI), The Irish Planning Institute (IPI) and a member of the International Council of Monuments and Places (ICOMOS). Julia has over 15 years of experience working on buildings and sites of architectural heritage interest, preparing Conservation Reports, Architectural Heritage Impact Assessments and Architectural Heritage Chapters of EIARs.</p>
<p>Chapter 17 (Landscape (Townscape) &amp; Visual)</p>	<p><b><u>Thomas Burns B Agr. Sc. Dip. EIA Mgmt MILI EFLA., Brady Shipman Martin</u></b></p> <p>Thomas Burns is a Partner and landscape planner with Brady Shipman Martin. He holds an honours degree in Agricultural Science and a post-graduate Diploma in Environmental Impact Assessment Management (1994) from University College Dublin.</p> <p>Thomas has a strong background in environmental, landscape and planning issues across a wide range of disciplines, including assessment and master-planning. For over 20 years, Thomas has been involved in the masterplanning, planning, environmental assessment and construction of a diverse range of projects, and as part of his involvement, has regularly given expert evidence at planning hearings and other public inquiries.</p> <p>Thomas has been directly involved in the environmental and landscape and visual assessments of many key national infrastructure projects, including over 750km of the national roads programme including the M20 Cork to Limerick Motorway Scheme, the M7 Osberstown Interchange and R407 Sallins Bypass, the Shannon LNG Facility, the Corrib Gas Terminal, T2 Terminal at Dublin Airport and the DART Underground project. Given his experience on National Roads, Thomas was commissioned by the TII to raft Guidelines for Landscape Treatments on National Roads in Ireland. He has also brought his environmental and landscape planning experience to projects such as the Strategic Environmental Assessment aspect of various statutory plans and programmes, including County Meath Development Plan 2013-2019; the Department of Environment IOSEA 5 and as well being part of the wider project team that carried out the Environmental Assessment of Food Harvest 2020. Thomas is an active member of the Irish Landscape Institute (ILI), where he was Chairperson of the Professional Practice Committee since its inception in 1995 until 2011. Thomas also previously served as the ILI Representative on the Council of the European Foundation of Landscape Architecture (EFLA) from 1997 to 2000.</p> <p><b><u>Alex Craven BSc (Hons) MLA - Brady Shipman Martin</u></b></p> <p>Alex Craven is an LVIA Specialist and landscape architect with Brady Shipman Martin. He holds an honours degree in Landscape Architecture with Ecology and a master's degree in Landscape Architecture from the University of Sheffield.</p> <p>Alex has 8 years' relevant experience and has been involved with landscape and visual assessment throughout that time for a range of project types including infrastructural projects. He has worked on a wide range of landscape and visual impact assessments for renewable energy, residential, infrastructure and leisure development projects. He has been involved in all stages of the process from report writing to generating Zones of Theoretical Visibility, on site viewpoint and receptor assessments, verified viewpoint photography and production of a range of report-based figures. He has been involved with managing the detailed design of a section of the N25 in Co. Waterford, and also landscape and visual assessment for the Knock to Collooney N17 (Atlantic Economic Corridor) Upgrade. Alex Craven assisted in the preparation of Chapter 17 (Landscape (Townscape) &amp; Visual) of the EIAR.</p>

Topic	Main Author – Competency Details
Chapter 18 (Waste & Resources)	<p><b><u>Janet Lynch BEng, MCTWM, MIEI CEng, Arup</u></b> Janet Lynch is an Associate with Arup with over 20 years' experience in circular economy, resource and waste management, EIAR and Industrial Emissions Licensing. Skills include construction and operational resource and waste management strategies and plans, material reuse, recycling and disposal technologies. Planning and EIA project management includes energy, renewables, industrial and infrastructure Projects; Industrial Emissions (IE) License applications &amp; review includes waste, biomass, oil and gas, energy, cement and the pharmaceutical sector. Janet holds an honours degree in Civil and Environmental Engineering from University College Cork, a FETAC Certificate in Waste Facility Management and a Certificate in Applied Project Management from the IEI and University Limerick. She is a Chartered member of the Chartered Institution of Wastes Management (MCTWM) and a Chartered Member of Engineers Ireland.</p> <p><b><u>Hannah Lesbirel MEnvSci, GradIEMA, Arup</u></b> Hannah Lesbirel is an Consultant with ARUP. She holds a honours Master's Degree in Environment Science from University of Southampton. Hannah has 4 years' relevant experience and in particular, develops technical and operational solutions for waste management for strategic reporting. Hannah develops strategic solutions for waste management across a variety of types of projects, from small to large and city scale developments. Hannah has experience as waste and resource specialist for several environmental planning and permitting works, contributing to the generation of baseline reports and environmental statement chapters for waste and resource management, reviewing planning applications and discharge of conditions including London Legacy Development Corporation, confidential mixed used skyscraper, London and Thames Water Upgrade Works.</p>
Chapter 19 (Material Assets)	<p><b><u>Hannah Cullen BA MSc C.WEM CEnv MCIWEM, Jacobs</u></b> Hannah Cullen is a Principal Environmental Scientist with Jacobs Engineering Ireland and has over nine years of professional experience in the environmental sector. She holds a BA in Geology from Trinity College Dublin and an MSc in Environmental Science from University College Dublin. She is a Chartered Environmentalist (CEnv) with the Society of the Environment and is a Chartered Water and Environmental Manager (C.WEM) with the Chartered Institute of Water and Environmental Management (CIWEM). Hannah has experience in Environmental Impact Assessment, environmental monitoring, environmental auditing, and environmental site constraints assessment and due diligence work. She has worked on a range of both public and private sector Environmental Impact Assessment Reports of varying scales over the past six years since joining Jacobs.</p>
Chapter 20 (Risk of Major Accidents and / or Disasters)	<p><b><u>Sarah Kiernan</u></b> See above</p>
Chapter 21 (Cumulative Impacts & Environmental Interactions)	<p><b><u>Peter Gambrill CEnv, MIEMA, Jacobs</u></b> Peter is a Technical Director in Jacobs and is a Chartered Environmentalist (CEnv) and Full Member of the Institute of Environmental Management and Assessment (IEMA), with over 20 years' experience as an environmental consultant, technical lead and project manager on a wide variety of projects and for different sectors. He has experience and knowledge working on projects of differing sizes and complexity, managing and coordinating multidiscipline teams on projects for a variety of clients. Peter has had a varied background, starting his career as a geotechnical and geoenvironmental engineer and moving on to more holistic environmental management and impact assessment, delivery and project management. He has developed a breadth of experience and knowledge including; EIA (including DCO), SEA, permitted development and planning requirements; compliance auditing and environmental management systems; waste management; environmental permitting and regulation; protected species mitigation; contaminated land assessment and remediation; stakeholder and contractor liaison and construction supervision.</p> <p><b><u>Isabelle Barnard BSc GradIEMA, Jacobs</u></b> Isabelle is an Environmental Consultant at Jacobs, currently working towards Practitioner Membership of the Institute of Environmental Management and Assessment (IEMA). Isabelle graduated from the University of Southampton in 2019 with a First-Class Honours in Environmental Science and prior to joining Jacobs, gained experience working for a small engineering consultancy. Isabelle has just under three years' experience at Jacobs and has developed a clear understanding of the EIA process through work on various projects for different clients (i.e. highways, rail, utilities, nuclear). Isabelle's experience includes the coordination of and contribution to three EIAs to support planning application submissions and planning application addendum submissions. Contributions include authoring chapters of Scoping Reports and Environmental Statements, and preparation of Non-Technical Summaries and Environmental Management Plans. Isabelle has also assessed numerous smaller-scale schemes across different sectors, most notably highways and utilities. <i>Note: the cumulative impact and environmental interactions assessment for each environmental topic has been developed by the relevant competent responsible experts listed above</i></p>

Topic	Main Author – Competency Details
Chapter 22 (Summary of Mitigation & Monitoring Measures)	<b><u>Sarah Kiernan</u></b> See above
Chapter 23 (Summary of Significant Residual Impacts)	<b><u>Sarah Kiernan</u></b> See above

## **1.6 Consultation**

### **1.6.1 Consultation Objectives**

Public participation has been an integral part of the iterative development of the Proposed Scheme from the outset. Pre-application public consultation was carried out, in three phases (one in relation to Emerging Preferred Route (EPR) consultation and two in relation to the Preferred Route Option (PRO) consultation), to inform the public and stakeholders of the development of the Proposed Scheme from an early stage and to seek feedback and participation throughout its development. The BusConnects Infrastructure team has undertaken a comprehensive consultation and engagement process with stakeholders, landowners and members of the public throughout the development of the Proposed Scheme.

The primary objective of the non-statutory public consultation process was and is to provide opportunities for members of the public and interested stakeholders to contribute to the planning and design of the Proposed Scheme and to inform the development process. Public participation in the planning and design of the Proposed Scheme was encouraged from an early stage through on-the-ground engagement and information and media campaigns.

The early involvement of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of the Proposed Scheme and in the preparation of this EIAR.

The non-statutory consultation process assisted in:

- The establishment of a sufficiently robust environmental baseline for the Proposed Scheme and its surroundings;
- The identification, early in the process, of specific concerns and issues relating to the Proposed Scheme so that they could be appropriately accounted for in the design and assessment scope; and
- Ensuring the appropriate involvement of the public and stakeholders in the assessment and design process.

The consultation process involved engagement from:

- Emerging Preferred Route (EPR) Option Consultation; and
- Preferred Route Option (PRO) Consultations.

More specific information relating to the pre-application phases of public consultation, issues which emerged and the manner in which they informed the iterative development of the Proposed Scheme are outlined in the sections which follow.

### **1.6.2 Emerging Preferred Route Option Consultation**

#### **1.6.2.1 EPR Consultation Overview**

The EPR public consultation phase for the Proposed Scheme occurred from 26 February 2019 and 31 May 2019. A public consultation event was held on 26 March 2019 at the Talbot Hotel in Stillorgan.

The public were invited to make written submissions in relation to the published proposals to the BusConnects Infrastructure team either through an online form, by email or by post. There was a consultation event held in which the public were able to view the proposals and discuss them directly with members of the BusConnects Infrastructure team. It was held at the Talbot Hotel in Stillorgan on Tuesday 26 March 2019.

In addition to the open public consultation, a Community Forum was established with the aim of facilitating two-way communication between local communities and the BusConnects Infrastructure team.

A Community Forum meeting took place on 08 February 2019 at Talbot Hotel in Stillorgan for community representatives and elected representatives. The meeting involved the presentation of an overview of the design

for the Proposed Scheme and, and with the use of an independent chairperson, the representatives were given the opportunity to ask questions of the BusConnects Infrastructure team and provide feedback.

In addition, there have been meetings held with residents' groups to provide updates on aspects of the Proposed Scheme. The BusConnects Infrastructure team has made the presentations given at the Community Forum and Residents Group meetings available to the public on the BusConnects website ([www.busconnects.ie](http://www.busconnects.ie)).

Letters were delivered to each individual potentially impacted property affected by the Proposed Scheme that, in addition to providing information about the Proposed Scheme, offered a one-to-one meeting to discuss the likely impact, issues and concerns. Each potentially impacted property was also sent a copy of the Emerging Preferred Route brochure for the Bray to City Centre Core Bus Corridor. In total, 165 letters were delivered on 25 February 2019 along the Bray to City Centre Core Bus Corridor, with 40 property owners availing of the one-to-one meetings.

There were a total of 1,225 submissions made in respect of the Proposed Scheme during the Emerging Preferred Route consultation phase.

### **1.6.2.2 Bray to City Centre – Key Issues Emerging from the EPR Consultation Process**

The key issues emerging from the EPR consultation process were as follows:

- Proposals at Shankill village, specifically road widening, tree loss, lack of provision for cyclists and impacts on the village centre;
- Access and parking, particularly removal of access to Corbawn Lane from Dublin Road, access to the supermarket through Beechfield Manor and parking in Shankill Village centre, St Anne's Church and Donnybrook village including Church of the Sacred Heart;
- Anticipated increase in traffic volumes;
- Impact on local businesses, specifically in Donnybrook, Bray and Shankill due to impact on parking and pedestrian access;
- Community, and the perceived impact that wider roads would have on community cohesion;
- Safety and speed, particularly the perception that bus lanes would mean faster general traffic and less safety for pedestrians;
- Land acquisition and accommodation works - general issues around the impact on property frontage and front gardens and loss of parking;
- Construction stage issues and impacts on residents and businesses, in particular in Donnybrook and Shankill;
- Bus stops and bus service, including in particular the removal of certain bus stops and rationalisation;
- Landscaping, specifically the loss of trees along the roadside;
- Air pollution, perceived to increase on assumption that more traffic would use roads if bus lanes added;
- Cyclists, specifically safety along busy roads and at junctions;
- Noise and vibration, particularly if bus lanes are being brought closer to properties, in particular on narrow sections through Lesson Street, Donnybrook and Shankill;
- Unsuitable design solutions; and
- Heritage and conservation, specifically the impact on adjacent old boundary walls.

The issues raised during the first phase of public consultation were considered as part of the route options assessment process and in determining a preferred route. The EPR proposals were amended to address the issues raised in submissions where possible, including incorporating suggestions and recommendations from local residents, community groups and stakeholders where appropriate. These amendments were incorporated into the designs and informed the PRO design development which was subsequently also published for non-statutory public consultation.

The design-development of the scheme proposals took on board:



- Additional detailed topographical survey information along the route corridor;
- Submissions received during the first non-statutory public consultation; and
- Issues raised during meetings with community forum, resident groups and meetings with directly impacted landowners.

Some examples of the issues raised through the non-statutory public consultation process and amendments made, where practical to do so while still achieving the Proposed Scheme objectives, are outlined below.

Concerns were raised regarding the design on the approach to Shankill Village from both sides, and through the Village itself, relating to the widening of the carriageway to include two bus lanes in addition to two general traffic lanes. The comments received generally stated that the impact on the Village and approaches would be considerable and was not thought to be justified. The impacts anticipated from the initial design were related to the sense of village community and 'Sylvan' character, loss of mature trees, loss of parking and the anticipated increase in volume and speed of traffic through the Village.

The consultation process highlighted the opposition to the impact the EPR Option would have on trees along the route, especially in the Shankill and Donnybrook area.

The anticipated impact on traffic as a result of the junction interventions along the route, especially in Shankill, was also a major concern. This related to both volume of traffic, and the potential for new junctions to increase the congestion at peak times. This was noted for the Corbawn Lane roundabout which been proposed as signalised junction, and in particular the removal of access to Corbawn Lane from Dublin Road and associated congestion for traffic through Shanganagh Road to Beechfield Manor to access the shopping centre and for local access.

As part of this review, several new design options were developed for consideration in specific areas where issues were identified. The key route changes between the first and the second rounds of consultation are summarised below:

- The starting point of the Proposed Scheme was changed to the Leeson Street Lower Junction on St. Stephen's Green, as it is considered that sufficient bus infrastructure and cycle segregation currently exists beyond this point;
- A full segregated cycle track was provided on the northbound approach to the St. Stephens Green junction along Leeson Street Lower to improve cycling facilities;
- From Eglinton Terrace to Belmont Avenue, the southbound bus lane was maintained through the midway bend. Signal Controlled Priority was introduced at Eglinton Terrace in the northbound direction to provide buses with a level of priority through this section. This follows the review of additional topographical surveys which provided a better indication of space constraints, and consideration of Signal Controlled Priority along narrow sections of road to improve cyclist safety;
- The lane configuration at Anglesea Road Junction was revisited, to improve the allocation of traffic capacity for inbound and outbound traffic. The revised lane configuration between Eglinton Road and Anglesea Road Junction has two outbound general traffic lanes and one inbound general traffic lane. This additional outbound general traffic lane will create additional stacking space for outbound and left-turning traffic between Eglinton Road and Anglesea Road. The inbound straight ahead and left-turn lane to Beaver Row from the Stillorgan Road were combined to reduce land impacts on the Church of Sacred Heart in Donnybrook;
- UCD Bus Interchange proposals were further developed;
- The proposed location of the pedestrian link to South Park residential area has been changed from the EPR option and moved closer to the junction with Old Bray Road, to improve the pedestrian movement line and access to the bus stop;
- The footpath proposed along the N11 between Cornelscourt to Kilbogget Junction was removed, as it was considered a non-desired pedestrian link based on the pedestrian movement along this stretch and is aligned with the local development plans. Alternative walking routes exist on adjacent quieter roads;
- From the Dublin Road / Stonebridge Road Junction to the Loughlinstown Roundabout in Shankill, the necessary widening was amended to be entirely to the west of the carriageway;

- Following local community feedback, additional options for bus priority and cycle provision were assessed between Loughlinstown Roundabout and Stonebridge Road. The proposed cycle route was amended to require cyclists to share bus lanes between Loughlinstown Roundabout and Stonebridge Road. This provides the most direct route for cyclists along the existing Dublin Road, while minimising impact on adjacent properties and mature planted areas;
- A two-way cycle track was added to link Corbawn Lane to the two schools on Stonebridge Road;
- Continuous bus lanes are provided in both directions between Loughlinstown Roundabout and St. Anne's Church, with Signal Controlled Priority proposed between the St. Anne's Church Junction and Rathmichael Woods in the northbound direction;
- The closure of Corbawn Lane was revised to provide an exit only onto Shanganagh Road. A dedicated right-turn lane was proposed from Shanganagh Road onto Beechfield Manor;
- The introduction of Signal Controlled Priority removed the need for a bus lane through Shankill Main Street, therefore reducing the impact on properties, parking and trees between the junction of Dublin Road and Shanganagh Road, and the Quinn's Road junction;
- Signal priority measures which commenced through Shankill village are extended for southbound buses as far as the Shanganagh Castle grounds (after Crinken Lane) to reduce impact on properties;
- The southbound bus lane from Quinn's Road junction to after Crinken Lane junction was removed and Signal Controlled Priority was proposed to achieve bus priority and reduce the impact on properties and trees;
- At Shanganagh Park and Shanganagh Cemetery, both northbound and southbound cycle track were routed through the park and along the cemetery boundary, which allows protection of the roadside trees in front of Shanganagh Cemetery in addition to reduced impact on properties and the play area at the Park. The Proposed Scheme has been co-ordinated and integrates with the Shanganagh Park Master Plan; and
- Between Quinn's Road and the Wilford junction it was proposed to relocate sections of footpath and cycle tracks behind the existing roadside tree line and therefore retain a tree lined vista; and
- The end point for the Proposed Scheme was changed from the southern to the northern side of the Fran O'Toole Bridge where it will tie into a proposed Bray Bridge Improvement Scheme.

### **1.6.3 Preferred Route Option Consultations**

#### **1.6.3.1 Community Forum**

A second Community Forum meeting took place on 12 September 2019 at Talbot Hotel in Stillorgan for community representatives and public representatives. This Community Forum was held in advance of the launch of a second round of public consultation, with the aim of keeping the public and their representatives updated on the design process between the first and second consultation. The meeting involved the presentation of an updated overview of the design for the Proposed Scheme, outlining several new design options being developed for consideration in specific areas where issues were identified following review of the submissions from the first non-statutory public consultation. Again with the use of an independent chairperson, the community and public representatives were given the opportunity to ask questions of the BusConnects Infrastructure team and provide feedback.

#### **1.6.3.2 Preferred Route Option Consultation Overview**

The Draft PRO, or second round, of public consultation took place from 04 March 2020 to 17 April 2020. The public were invited to make written submissions in relation to the published proposals to the BusConnects Infrastructure team either through an online form, by email or by post. There was one consultation event held at Talbot Hotel in Stillorgan on 12 March 2020 in which the public were able to view the proposals and discuss them directly with members of the BusConnects Infrastructure team. Due to the COVID-19 pandemic, this event had to end earlier than scheduled and all further planned consultation events scheduled after 12 March 2020 were postponed. In deference to the submissions which had already been received, the decision was made not to cancel the consultation. However, due to the introduction of COVID-19 public health restrictions, further on-site or face-to-face public engagement was restricted.

Following the EPR submissions review of the proposals, there were some changes to the number of properties that were potentially impacted. 204 letters were prepared and delivered on 02 March 2020 to properties either

continuing to be potentially impacted; newly potentially impacted; or no-longer potentially impacted, with recipients invited to schedule meetings with the BusConnects Infrastructure team if they wished to discuss the proposals on an individual basis.

Consequently, presumably due to the COVID-19 impacts, there were just 40 submissions received relating to the Proposed Scheme, and only six landowner meetings were possible. The submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from various associations and private sector businesses.

Design development and planning for the Proposed Scheme continued, and the BusConnects Infrastructure team determined to run an additional round of public consultation in November 2020 to complete the non-statutory public engagement prior to finalising the PRO. The third round of public consultation took place from 04 November 2020 to 16 December 2020.

With the continuing effect of the COVID-19 pandemic and associated restrictions, the third Public Consultation was held largely virtually. A virtual consultation room for the Proposed Scheme was developed and virtual access to the room was facilitated. Along with offering a call back facility, the room provided a description of the Preferred Route from start to finish with supporting maps and included information of all revisions made since the previous rounds of public consultation, as well as other supporting documents. Over the six weeks of the consultation, 433 unique users visited the virtual information room for the Proposed Scheme. A third Community Forum virtual consultation call was also held on 04 December 2020, as part of the third round of non-statutory consultation, focusing on the proposals relating to the Shankill area.

As per the previous rounds, those properties continuing to be either potentially impacted; newly potentially impacted; or no-longer potentially impacted were written to directly to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered via Zoom or over the phone for those who wished to discuss the proposals further in relation to their own property with the minutes being recorded as part of the consultation process. 130 letters were sent between 01 and 03 November 2020 and 14 meetings took place.

As per previous rounds the public were invited to make written submissions in relation to the published proposals to the BusConnects Infrastructure team either through an online form, by email or by post.

In addition, virtual meetings were resumed with residents' groups to provide updates on aspects of the Proposed Scheme.

There were 755 submissions over the second and third phase of public consultation (March / April 2020 and November / December 2020). Key issues raised are presented in the following sections.

### **1.6.3.3 Bray to City Centre – Key Issues Emerging from the PRO Consultation Process**

The key issues from the non-statutory consultation process were as follows:

- Concerns of designs being unsuitable – concerns around the need for the scheme (particularly in the Shankill area), alterations to the existing roundabout at Corbawn Lane, around the suitability of bus stop locations in certain areas;
- Future traffic volumes – concerns around traffic volumes as a result of the proposals at Corbawn Lane in Shankill, the potential for increases in volumes at peak times as a result of the replacement of Wilford Roundabout with a signalised junction, and the potential for increases in traffic volumes on the M11 / M50 as a result of the changes through Shankill and rat running through Shankill to avoid congestion along the N11;
- Access and parking restrictions – concerns around accessibility issues as a result of the Corbawn Lane proposals, as well as the removal of roundabouts at either side of Shankill Village which are currently used for U-turning;
- Landscaping and tree impact – concerns around the impact on trees (particularly in the Shankill area due to the number of mature trees to be impacted in that area) and also the impacts on biodiversity as a result of tree removal, concerns around the removal of trees close to the M11 which provide air and noise screening, and concerns that the removal of greenery would diminish the character of Shankill;

- Community impacts – concerns that widening the carriageway and the removal of greenery would have a detrimental impact on the Shankill community;
- The wider bus network – a number of submissions suggested that the existing bus provision is adequate and that any benefits through Shankill would be outweighed by the adverse effects;
- General safety and speed concerns – safety for children accessing the schools in Shankill due to changes to cycle lanes and footpath widths, introduction of four lanes in Shankill making it dangerous for pedestrians, cyclists and drivers, safety concerns from one-way proposal at Corbawn Lane, safety of island bus stops, and safety concerns from junction amendments;
- Heritage and conservation – concerns around the loss of heritage walls from Bray to Loughlinstown Roundabout, and the impacts on trees and communal green space;
- Cycle safety and cycle infrastructure provision – lack of continuous cycle provision through Shankill and the resulting safety impacts for young cyclists in particular, concerns about safety for cyclists at certain junctions, and requests for additional right turn provision for cyclists along the route;
- Air pollution – concerns particularly through Shankill area as a result of the removal of mature trees, shrubbery and hedges, as well as concerns about additional idling traffic through Shankill increasing local air pollution, and concerns about Construction Phase dust;
- Impact on local businesses – concerns for businesses along the route (particularly in Shankill) due to impacts on access for customers and delivery trucks as a result of the loss of shop front parking and loading bays;
- Land acquisition and accommodation works – concerns raised around losses of green space, trees, existing walls, parking, and the impact on property values and future planning and development;
- Noise / vibration – concerns about the removal of trees in close proximity to the M11 which were perceived as providing a sound barrier, and concerns that the replacement of roundabouts with signalised junctions in Shankill would reduce free flowing traffic and result in more idling of vehicles;
- Bus stop infrastructure – a number of submissions around the locations and numbers of bus stops, as well as bus stop design and island bus stops; and
- Construction issues – concerns about the impacts of construction on residents, schools and businesses.

The issues raised during the second round of public consultation in March / April 2020 and the additional (third) public consultation phase in November / December 2020 were broadly the same. These issues have been considered in the iterative Proposed Scheme development

The PRO proposals were further amended where appropriate, while still ensuring attainment of the Proposed Scheme objectives, to address the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders where appropriate. These amendments were incorporated into the designs and formed the Preferred Route which has been developed for statutory public consultation in relation to the Proposed Scheme.

Design changes which were adopted as part of the final PRO included:

- Removal of Brookvale Road and Eglinton Road from the Proposed Scheme as it was deemed the existing infrastructure suffice;
- Following review of topography information, the lane configuration was investigated further at Leeson Street Lower to consider reducing the impact on heritage kerbing and existing footpath widths on this busy pedestrian street and improved safety for cyclists. A bus gate and local access only provision has been introduced at this location, with inbound general traffic taking a local diversion via Hatch Street Lower and Earlsfort Terrace. This diversion requires the introduction of two-way general traffic on Earlsfort Terrace between the Hatch Street Lower Junction and St. Stephen's Green. This requires upgrade of the Leeson Street Upper / St Stephen's Green / Earlsfort Terrace junction and the tie-in to the existing road layout in that area;
- Relocation of bus stops on Leeson Street Lower. Removal of inbound bus stop at the Donnybrook Bus Depot;
- The design has been updated to avoid and minimise impact to the Cellars, Coal Holes and Private Landings along Lesson Street Lower, Lesson Street Upper, Morehampton Road and through Donnybrook village;

- UCD Interchange proposals have been incorporated and further developed in co-ordination with the UCD Masterplan, following initial design development by UCD. Following further traffic modelling and assessment of bus delays and pedestrian safety, the two uncontrolled pedestrian crossings within the main plaza interchange are updated to provide for raised signalised toucan crossings;
- The design has been further developed to co-ordinate with the proposed Fitzwilliam Cycle Scheme and urban realm regeneration scheme at the Kiosk corner, and the Dodder Greenway scheme interface at Eglinton Road;
- The Proposed Scheme design has been co-ordinated with the proposed Belfield / Blackrock to City Centre CBC at the Nutley Lane Junction. The co-ordinated design will have a two-way cycle track at Nutley lane along with two-way cycle track crossing at the N11 Southern arm. In an independent scenario, the Proposed scheme will tie-in to the existing infrastructure at the Nutley Lane junction with one-way cycle track in both direction along the Nutley Lane;
- The design at the RTÉ junction has been further refined to tie-in to existing infrastructure within the RTÉ grounds;
- The proposed coach stop at the Talbot Hotel was moved further south to remove the impact to the Talbot Hotel forecourt;
- Following additional modelling and assessment of the Lower Kilmacud Road Junction on the Stillorgan Road, the slip road to The Hill has been closed off for vehicular traffic to maintain continuous segregated cycling facility along this location for safety of the cyclists;
- At St. Brigid's Church Road, Stillorgan, the segregated cycle track provision along the N11 was revisited and it is proposed to divert the northbound cycle track along St. Brigid's Church Road, to improve cycle track safety;
- At Galloping Green, the segregated cycle track provision along the N11 was revisited and it is proposed to divert the southbound cycle track along Belmont Terrace, to improve cycle track safety and allowing for the relocation of a bus stop, and retention of as much side road parking as possible;
- The design has been further developed to co-ordinate with the UCD Nova Development, the future Brewery Road Safety Improvement Scheme, and the Cherrywood Strategic Development Zone (SDZ) Development;
- At Patrician Villas / St Laurence Park, the widening of the pedestrian subway and the footpath connection along the N11 was value engineered from the EPR option and it is now proposed to lengthen the subway on one side (east) and new footpaths and cycle tracks will run parallel to the N11 mainline in both directions;
- A two-way cycle track connection along the N11 Merrion Grove Junction to the Coláiste Eoin school has been introduced to integrate with the school, providing a more direct connection and safety to the school-going cyclists in the northbound direction and improved southbound connectivity to the N11;
- The design has been developed further to retain the service road as existing two-way between Old Cherrywood Road Junction and Loughlinstown Roundabout, from the one-way northbound. The service road north of the Cherrywood Road is retained as existing shared street;
- The layout of the proposed St Anne's Church Junction was reviewed and revised through a number of iterations to take on board public concerns around traffic movement. The junction is proposed as signalised as part of the Proposed Scheme;
- A lower speed limit of 30km/h through the Shankill Village is proposed, helping to reduce speed of through traffic and improve safety (from St Anne's Church to Olcovar Junction);
- South of Shankill Village the northbound bus lane is removed for a short section and Signal Control Priority introduced from Cherrington Drive to Olcovar Junction, to reduce impact on properties, trees and provision for right-turn lane at Olcovar and inclusion of a new signalised junction at the Olcovar housing development;
- Road alignment has been developed to maintain the roadside tree canopy along the road, in particular between Shankill Main Street to Wilford Junction, where cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable;
- The design has been coordinated with proposed entrances for recently approved housing developments at Shanganagh Castle and Woodbrook Strategic Housing Development. These developments have been considered when assessing the most appropriate local alignment, bus priority and bus stops while taking into consideration retention of significant mature trees;

- Signal Controlled Priority is provided for northbound buses from Wilford Roundabout for a short section closer to Woodbrook College to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here;
- The road alignment at the Upper Dargle Road junction in Bray has been updated to avoid impact to the tree under preservation. A two-way cycle track connection was provided from the junction to tie-in to the existing two-way cycle track;
- The design has been further developed between Ravenswell Road and Dwyer Park, at the end of the Proposed Scheme, to provide for continuous cycle lane and bus lane while minimising the impact to properties and the heritage wall on the east side at Belton Terrace;
- The entrance to Castle Street Shopping Centre from the Lower Dargle Road is proposed as one-way entry only;
- Rebuilding of the Woodbrook Side Lodge residential property at a new location east of its current location at the Southern end of the Woodbrook estate, following its demolition to accommodate the road widening in North Bray is included as part of the Proposed Scheme;
- The design at the end of the Proposed Scheme tie-in with the Fran O'Toole Bridge Improvement Scheme proposals designed by others has been co-ordinated. It is proposed to provide a southbound bus lane and two general traffic lanes on the immediate approach to the Fran O'Toole Bridge and southbound cycle track tie-in to the Bray Bridge Improvement Scheme proposals for cantilever cycle bridge and northbound cycle track will run through the bridge cross-section;
- The junction layouts were modified over the course of the design process to provide more protection for cyclists along the length of the route, including the addition of separately signalised stages for cyclists at large junctions;
- Amendments to proposed land-take, particularly through Shankill;
- The layout of all bus stops along the route have been enhanced to the latest design guidance;
- Some bus stop locations have been optimised to allow better connectivity for bus passengers; and
- Cycle facilities have been updated to the latest design guidance.

The resulting Proposed Scheme is described within Chapter 4 (Proposed Scheme Description).

## **1.7 Consultation with Prescribed Bodies and Other Consultees**

In addition to the extensive non-statutory public consultation on the Proposed Scheme, as outlined in Section 1.6, the BusConnects Infrastructure team undertook consultation on the EIAR with certain prescribed bodies and relevant non-statutory consultees.

Consultations were also conducted with organisations such as the National Parks and Wildlife Services (NPWS), Transport Infrastructure Ireland (TII) and relevant local authorities, and these are considered in the development of the relevant impact assessments chapters in Volume 2 of this EIAR.

### **1.7.1 Prescribed Bodies and Interested Parties**

In addition to meaningful consultation with the public concerned, including affected landowners (see Section 1.7.2) consultations were also undertaken with Dublin City Council (DCC), Dún Laoghaire-Rathdown County Council (DLRCC) and Wicklow County Council (WCC), and with the prescribed bodies and interested parties outlined in Table 1.6 with regard to the approach to the EIAR.

**Table 1.6: Prescribed Bodies and Interested Parties**

Prescribed Bodies and Interested Parties	
An Chomhairle Ealaíon	Health Service Executive (HSE)
An Taisce	The Heritage Council
Department of the Environment, Climate and Communications	Inland Fisheries Ireland (IFI)
Department of Transport	Irish Water
Development Applications Unit (DAU) - Department of Culture, Heritage and the Gaeltacht (DCHG)	Office of Public Works (OPW)
Dublin City Council (DCC)	Transport Infrastructure Ireland (TII)
Dún Laoghaire-Rathdown County Council (DLRCC)	Waterways Ireland
National Tourism Development Authority trading as Fáilte Ireland	Wicklow County Council (WCC)
Geological Survey of Ireland (GSI)	

Where practicable, the information and advice received from the consultation process was subsequently incorporated into the design of the Proposed Scheme and addressed in the relevant chapters of the EIAR. Issues raised during the consultation process with the prescribed bodies and interested parties included the following:

- Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage. Consultation meeting held 5 February 2020 to apprise the DAU of BusConnects and the envisaged approach with regard to EIA / Appropriate Assessment (AA);
- Development Applications Unit (DAU) - Department of Culture, Heritage and the Gaeltacht: Comments provided related to the assessment of the impacts of the Proposed Scheme on biodiversity, the completion of ecological surveys (such as trees, hedgerows, bats, birds etc.) alien invasive species, mitigation and monitoring measures and Construction Environmental Management Plans (CEMP);
- Dublin City Council (DCC) comments in relation to the BusConnects Dublin - Core Bus Corridors Infrastructure Works related to transport, air quality, noise, built heritage, street lighting, utility infrastructure, surface water management / flood risk, landscaping, biodiversity and integration with other transportation projects. Specifically, DCC requested that the EIAR should address alternatives, cumulative impacts, and mitigation. In relation to the Proposed Scheme, DCC identified protected structures, Conservations Areas, historic pavings and gateways etc. which have the potential to be impacted due to the Proposed Scheme;
- Dún Laoghaire-Rathdown County Council (DLRCC) comments related to biodiversity, drainage and pollution control, climate change and infrastructure, conservation, planning and traffic. Additionally DLRCC noted that many of the buildings listed on the National Inventory of Architectural Heritage (NIAH) will be added to the register of Protected Structures under the new County Development Plan. Specific comments were noted by DLRCC in relation to the Proposed Scheme, specifically around the need to make reference to the Cherrywood SDZ Planning Scheme. An additional submission was made by DLRCC which noted the Council's "Tree Cities of the World" certification at the request of residents in the Shankill part of the Proposed Scheme;
- Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of the CEMPs;
- Inland Fisheries Ireland's (IFI) submission identified each of the rivers to be crossed as part of the CBC Infrastructure Works and provided a brief summary of their importance. Additionally IFI provided comments on the design, in-stream works and mitigation measures to be implemented;
- The Environmental Health Office of the Health Service Executive provided recommendations in relation to the management of potential pollutants and discharge entering surface waters, the design of suitable drainage systems and storage of fuels and chemicals; and
- Geological Survey Ireland (GSI) were consulted on 21 May 2021, to discuss the BusConnects proposals, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

## **1.7.2 Landowners**

Since the initiation of the pre-application public consultation process in January 2019 there has been ongoing engagement with landowners, and / or anyone with an interest in potentially impacted properties or lands along the corridor of the Proposed Scheme, as the design development has progressed.

As set out in the Consultation Section (Section 1.6), during each round of public consultation those landowners identified as being either potentially impacted or no-longer potentially impacted were written to directly to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered on a face-to-face basis pre-COVID-19, and via Zoom or over the phone since March 2020, for those who wished to discuss the proposals further in relation to their own property with the minutes being recorded as part of the consultation process. Over the three rounds of consultation 499 letters of this kind were issued.

In addition 108 letters were issued between July to September 2020 to request access to properties to undertake more detailed noise or topographical surveys.

Throughout the planning process any requests for meetings, phone conversations, or other requests for information have been accommodated where possible. Many of the submissions received during consultations have included from potentially impacted owners and as with all other submissions they have been considered in the design development.

Between June to September 2021, 46 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations have been facilitated as a result of these letters on request.

Between February to April 2023, 261 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations have been facilitated as a result of these letters on request.

Over the course of the engagements, affected property owners have had the opportunity to discuss, among other things, the following aspects with the BusConnects Infrastructure team:

- Overall scheme proposals and potential impacts;
- Timelines for the scheme design development and associated EIAR assessment;
- Procedural matters such as planning and CPO process;
- Specific details of impact of scheme on landowner property including approximate extent of encroachment; and
- General information around reinstatement and accommodation works.

## **1.8 Difficulties Encountered During the Preparation of the EIAR**

The primary difficulty encountered during the preparation of the EIAR was the onset of the COVID-19 pandemic in March 2020 and the ensuing restrictions which have continued into 2022. On site and face-to-face consultations for the PRO non-statutory public consultation (which had commenced on 4 March 2020) was suspended when it was underway with all remaining planned events cancelled. However, the consultation remained open and continued to accept written submissions.

The third round of public consultations (November / December 2020) was largely virtual (either by virtual consultation rooms / Zoom meetings or telephone contact). Subsequent engagement with interested parties and landowners continued via virtual means.

It is considered that in spite of the COVID-19 restrictions comprehensive consultations were undertaken to inform design development and EIAR preparation.



With regard to EIAR baseline surveys, they were either undertaken prior to COVID-19 restrictions coming into force or were undertaken within the requirements of the Government's COVID-19 guidelines. The restrictions did not give rise to any substantive effects on data gathering and consequently it is considered that the EIAR prepared is sufficiently robust in nature.

## 1.9 References

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National Transport Authority (NTA) (2023). Greater Dublin Area Transport Strategy 2022 – 2042

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Directives and Legislation

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

Dublin Transport Authority Act 2008

Number 14 of 1993 – Roads Act 1993

Number 30 of 2000 – Planning and Development Act 2000 (as amended)

S.I. No. 119 of 1994 – Road Regulations, 1994 (as amended)

S.I. No. 279 of 2019 – European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019

S.I. No. 296 of 2018 – European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018

S.I. No. 600 of 2001 – Planning and Development Regulations 2001 (as amended)