

An  
Bord  
Pleanála

## Board Order ABP-314610-22

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**Roads Acts, 1993 to 2015**

**Planning and Development Acts, 2000 to 2022**

**Planning Authority: Dublin City Council and Fingal County Council**

**Application** by National Transport Authority for approval under section 51 of the Roads Act 1993, as amended, in accordance with plans and particulars, including an Environmental Impact Assessment Report and Natura Impact Statement, lodged with An Bord Pleanála on the 9<sup>th</sup> day of September, 2022.

**Proposed Development:** Construction of the Ballymun/Finglas to City Centre Core Bus Corridor Scheme, which has an overall length of approximately 10.9 kilometers, comprising:

- 21.8 kilometers (two-way) of bus priority infrastructure and traffic management.
- 21.8 kilometers (total both directions) of cycling infrastructure and facilities.
- New pedestrian/cyclist bridges over 2 railway lines and the Royal Canal in Phibsborough.
- A new pedestrian/cyclist bridge under North Circular Road in Phibsborough.
- Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works.
- Provision of 34 junction upgrades and associated ancillary works.
- Provision of 78 new/refurbished raised table side entry facilities.

- Reconfiguration of existing bus stops resulting in 4 new stops and 65 number new bus stop facilities.
- Public Realm works including landscaping, planting, street furniture, street lighting, retaining walls, boundary walls and sustainable urban drainage (SUDs) measures.
- Roads associated earthworks including excavation of unacceptable material, importation of material, temporary storage of materials.
- Provision of road pavement, signing, lining and ancillary works.
- Provision of gates, fencing and boundary treatment works.
- Provision of new and diverted drainage infrastructure.
- Diversion of utilities and services including associated ancillary works, and
- Construction of accommodation works including boundary treatment and ancillary grading and landscaping works, together with all ancillary and consequential works associated therewith.

All routed along Ballymun Road from the junction at Saint Margaret's Road southwards and along Saint Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as the junction with Arran Quay/Ormond Quay on the River Liffey, and along Finglas Road from the Saint Margaret's Road junction to Prospect Road at Hart's Corner, as well as quiet-street cycle routes along Royal Canal Bank in Phibsborough, and through the Markets Area from Constitution Hill to Ormond Quay all in the County of Dublin and the jurisdictions of Fingal County Council and Dublin City Council.

## DECISION

**Approve the above proposed road development based on the reasons and considerations under and subject to the conditions set out below.**

## **REASONS AND CONSIDERATIONS**

In coming to its decision, the Board had regard to the following:

**European legislation**, including of particular relevance:

- Directive 92/43/EEC (Habitats Directive) and Directive 79/409/EEC as amended by 2009/147/EC (Birds Directives) which set the requirements for Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union, and
- Sustainable and Smart Mobility Strategy 2020 (EU Commission 2020).

**National and regional planning and related policy, including:**

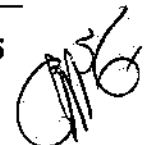
- the Climate Action Plan 2023.
- the National Development Plan 2021-2030,
- Project Ireland 2040 National Planning Framework,
- the Greater Dublin Area Transport Strategy – 2022-2042,
- Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020,
- the Department of Transport National Sustainable Mobility Policy, 2022,
- the Design Manual for Urban Roads and Streets, 2019,
- the Cycle Design Manual, 2023, and
- other relevant guidance documents.

**Regional and local level policy, including the:**

- Regional Spatial and Economic Strategy for the Eastern and Midlands Region

**The local planning policy** including:

- the Dublin City Development Plan 2022-2028,
- the Ballymun Local Area Plan 2017, as extended,
- the Fingal Development Plan 2023-2029,
- the Dublin City Biodiversity Action Plan 2021-2025,



- the nature, scale and design of the proposed road development as set out in the application for approval and the pattern of development along the route,
- the entirety of the documentation submitted by the National Transport Authority (applicant) in support of the proposed development, including the Environmental Impact Assessment Report and the Natura Impact Statement, and the range of mitigation and monitoring measures proposed,
- the submissions and observations made to An Bord Pleanála in connection with the application,
- the likely consequences for the environment and the proper planning and sustainable development of the area in which it is proposed to carry out the proposed development and the likely significant effects of the proposed development on European Sites, and
- the report and recommendation of the Inspector including the examination, analysis and evaluation undertaken in relation to appropriate assessment, environmental impact assessment and proper planning and sustainable development of the area.

It is considered that the proposed development would accord with European, national, regional and local planning and that it is acceptable in respect of its likely effects on the environment and its likely consequences for the proper planning and sustainable development of the area.

#### **Appropriate Assessment: Stage 1:**

The Board agreed with and adopted the screening assessment and conclusion carried out in the Inspector's report that the following sites are the European Sites for which there is likelihood for significant effects on:

- Baldoyle Bay Special Area of Conservation (Site Code: 000199),
- North Dublin Bay Special Area of Conservation (Site Code: 000206),
- South Dublin Bay Special Area of Conservation (Site Code: 000210),

- Howth Head Special Area of Conservation (Site Code: 000202),
- Howth Head Coast Special Protection Area, (Site Code: 004113),
- Skerries Islands Special Protection Area, (Site Code: 004122),
- Rockabill Special Protection Area, (Site Code: 004014),
- Lambay Island Special Protection Area, (Site Code: 000204),
- Ireland's Eye Special Protection Area, (Site Code: 002193),
- North Bull Island Special Protection Area, (Site Code: 004006),
- South Dublin Bay and River Tolka Estuary Special Protection Area, (Site Code: 004024),
- Malahide Estuary Special Protection Area, (Site Code: 004025),
- Baldoyle Bay Special Protection Area, (Site Code: 000199),
- Rogerstown Estuary Special Protection Area, (Site Code: 004015),
- Dalkey Islands Special Protection Area, (Site Code: 004172),
- The Murrough Special Protection Area, (Site Code: 004186),
- North-west Irish Sea Special Protection Area, (Site Code: 004236),
- Rockabill to Dalkey Island Special Area of Conservation, (Site Code: 003000) and,
- Lambay Island Special Area of Conservation (Site Code: 000204).

### **Appropriate Assessment Stage 2:**

The Board considered the Natura Impact Statement and all other relevant submissions and carried out an appropriate assessment of the implications of the proposal for the European Sites, in view of the Sites' conservation objectives. The Board considered that the information before it was adequate to allow the carrying out of an appropriate assessment.

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In completing the assessment, the Board considered, in particular, the likely direct and indirect impacts arising from the proposal both individually or in combination with other plans or projects, specifically upon the European Sites,

- i. mitigation measures which are included as part of the current proposal,
- ii. conservation objectives for these European Sites, and
- iii. views of prescribed bodies in this regard.

In completing the appropriate assessment, the Board accepted and adopted the appropriate assessment carried out in the Inspector's report in respect of the potential effects of the proposed development on the integrity of the aforementioned European Sites, having regard to the Sites' conservation objectives.

In overall conclusion, the Board was satisfied that the proposed development, by itself or in combination with other plans or projects, would not adversely affect the integrity of the European Sites, in view of the Sites' conservation objectives.

### **Reasoned Conclusion for EIA**

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, provided information which is reasonable and sufficient to allow the Board to reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account current knowledge and methods of assessment. The Board is satisfied that the information contained in the Environmental Impact Assessment Report is up to date and complies with the provisions of EU Directive 2014/52/EU amending Directive 2011/92/EU. The Board considered that the main significant direct and indirect effects of the proposed development, during construction and operation, on the environment are those arising from the impacts listed below.

The main significant effects, both positive and negative, are:

- Negative impacts on **human health and population** arising from construction include noise, traffic and dust disturbance to residents of neighbouring

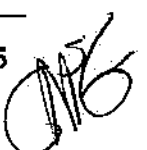
dwellings. All of these impacts are low to moderate. Adequate mitigation measures are proposed to ensure that these impacts are not significant and include adequate mitigation for operational noise.

- Benefits/positive impacts on the **Air and Climate**, the operation of the proposed development will have a significant positive effect on human health and population due to the displacement of CO<sub>2</sub> from the atmosphere arising from an increased use of public transport which will be electrified and the reduction of cars on the route. Negative impacts during construction relate to the embodied carbon of construction materials which will have a negative significant impact but for the short term, any increase in carbon is considered significant, however the construction phase represents a significantly small percentage of the sectoral emission ceilings outlined in Climate Action Plan 2023 for the 2021-2025 carbon budget period, the proposed development represents 0.00967% of the transport emission ceiling for the period.
- Negative impacts on **Water** could arise as a result of accidental spillages of chemicals, hydrocarbons or other contaminants entering watercourses or groundwater via piling activities during the construction phase of the development. These impacts will be mitigated by measures outlined within the application documentation and can therefore be ruled out.
- Negative impacts on **biodiversity** relate to the removal of habitat in the form of hedgerows and treelines. Such impacts are not considered significant and can adequately be mitigated for within the scheme. Vegetation will be planted in the vicinity to bolster existing treelines and hedgerow. Significant impacts are therefore not expected in this regard. The avoidance of trees with roosting potential for bats and the maintenance of commuting corridors, as well as preconstruction bat surveys will ensure significant impacts to bats are avoided. Adequate mitigation measures including compensatory planting and pre-construction surveys, are proposed to ensure the protection of sensitive flora and fauna encountered and to prevent the spread of invasive species. Significant impacts to biodiversity can therefore be ruled out.
- **Noise and Dust** impacts arise during the construction phase from construction activities. These impacts will be mitigated through adherence to best practice

construction measures in relation to dust and the use of noise abatement at sensitive locations. Significant noise impacts arise in relation to construction noise during nighttime and weekend hours when thresholds are lower. Works will generally be carried out in daytime hours causing no significant effects. In the event that works are required during nighttime or weekend hours, liaison with residents in this regard and the use of noise abatement will reduce the level of impacts. Noise disturbance from the operation of the development can be ruled out, electric bus fleet and less cars will have a positive impact on operational noise. Significant impacts arising from noise and dust disturbance during the construction, operational and decommissioning stages can therefore be ruled out.

- Negative **traffic** impacts arise during the construction phase of the development, these impacts will be mitigated through the implementation of a traffic management plan and a construction management plan. Whilst some localised impacts arising from road closures may arise, significant impacts arising from traffic can be ruled out.
- The Environmental Impact Assessment Report has considered that the main significant direct and indirect effects of the proposed development, during construction and operation, on the environment would be primarily mitigated by environmental management measures, as appropriate.
- The Environmental Impact Assessment Report has considered that the main significant direct and indirect and cumulative effects of the proposed development on the receiving environment. Following mitigation, no residual significant long-term negative impacts on the environment or sensitive receptors would occur.

Having regard to the above, the Board is satisfied that the proposed development would not have any unacceptable direct or indirect effects on the environment. The Board is satisfied that the reasoned conclusion is up to date at the time of making the decision and that the information contained in the Environmental Impact Assessment Report complies with the provisions of Article 3, 5 and Annex (IV) of EU Directive 2014/52/EU.





## **Proper Planning and Sustainable Development**

The proposed road development would deliver a key component of the National Transport Authority's Bus Connects programme with the stated aim to improve bus services across the country. It would also provide safer infrastructure for pedestrians and cyclists and would deliver sustainable connectivity and integration with other transport services. The public realm along the bus corridor would also be improved.

The Board considered that the proposed road development, subject to compliance with the conditions set out below, would be in accordance with national, regional and local planning policies, including multiple policies and objectives set out in the Dublin City Development Plan 2022-2028 and the Fingal County Development Plan 2023-2029 and having regard to all relevant provisions, including zoning objectives, at or adjoining the overall scheme area. It is further considered that the need, justification and purpose of the proposed road development has been adequately demonstrated, that it is acceptable in terms of its likely effects on the environment and that an approval for the proposed road development would be consistent with national climate ambitions and with the relevant provisions of the Climate Action Plan 2023 through the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The proposed road development would, therefore, be in accordance with the proper planning and sustainable development of the area.

## **Conditions**

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the proposed development shall be carried out in accordance with the agreed particulars.

**Reason:** In the interest of clarity.



2. (a) All mitigation, environmental commitments and monitoring measures identified in the Environmental Impact Assessment Report shall be implemented in full as part of the proposed development.
- (b) All mitigation and environmental commitments identified in the Natura Impact Statement shall be implemented in full as part of the proposed development.

**Reason:** In the interest of development control, public information, and clarity.

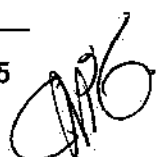
3. In accordance with the Environmental Impact Assessment Report, a suitably experienced and qualified ecologist will be appointed by the contractor. The ecologist will advise the contractor on ecological matters during construction, communicate all matters in a timely manner to the developer (National Transport Authority) and statutory authorities as appropriate, acquire any licences/consents required to conduct the work, and supervise and direct the ecological measures associated with the permitted scheme. Where appropriate, monitoring shall undertaken by specialists. Monitoring schedules shall be included in Site Specific Habitats Protection and Re-instatement Method Statements.

**Reason:** In the interest of environmental protection.

4. Prior to the commencement of works the contractor shall install a plastic chute with internal corrugations or ladder on the downstream face of the 5<sup>th</sup> Lock Gate. This shall be carried out under the supervision of an appropriately qualified Ecologist and inspected at regular intervals to be determined by the Ecologist for the full duration of works at this location.

**Reason:** To protect and facilitate commuting otter.

5. Subject to written agreement with the planning authority, a new loading bay shall be provided along Church Street (east side), south of Mary's Lane within a



portion of the area currently allocated to on street parking, to replace the existing loading bay on Church Street (west side), south of Mary's Lane, which is to be removed. The final location and hours of operational use of the loading bay shall be agreed in writing with the planning authority.

**Reason:** In the interest of local servicing amenity.

6. Prior to the commencement of any works associated with the development hereby permitted, the developer shall submit a Construction Traffic Management Plan and a Construction Stage Mobility Management Plan for the construction phase of the development for the written agreement of the planning authority. The Construction Stage Mobility Management Plan shall promote the use of public transport, cycling and walking by personnel accessing and working on the construction site. The agreed Construction Traffic Management Plan and Construction Stage Mobility Management Plan shall be implemented in full during the course of construction of the development.

**Reason:** In the interest of traffic safety and promoting sustainable travel during the construction period.

7. Prior to the commencement of development, the location and duration of use of the proposed construction compound at Catherine Lane North (shown as temporary land acquisition on General Arrangement Drawing Sheet 17 of 37) shall be agreed with Dublin City Council and the use of this compound shall not conflict or impede the delivery of consented housing at this location.

**Reason:** In the interest of orderly development.

8. In accordance with the Environmental Impact Assessment Report, all works to Protected Structures, and Structures of Cultural heritage interest shall be monitored and recorded by an Architectural Conservation Specialist, Re-instatement Method Statements shall be submitted to the planning authority to be held on file. The Architectural Conservation Specialist shall ensure adequate

protection of the retained and historic fabric during the proposed works and across all preparatory and construction phases. Any features of new architectural heritage shall be made known to the Conservation Section of Dublin City Council as soon as is practicably possible.

**Reason:** In the interest of environmental protection.

9. Noise monitoring shall be carried out during the construction phase of the proposed road development by the developer to ensure that construction noise threshold levels ( $L_{Aeq}$ , period) shall not exceed the levels set out in Table 9.7 (Construction Noise Threshold (CNT) levels for the proposed scheme) of Chapter 9 (Noise and Vibration) of the Environmental Impact Assessment Report. During the construction phase, noise monitoring shall be carried out at representative noise sensitive locations as the work progresses along the scheme to evaluate and inform the requirement and/or implementation of noise management measures. Noise monitoring shall be conducted in accordance with ISO 1996–1 (ISO 2016) and ISO 1996–2 (ISO 2017).

**Reason:** In the interest of management of construction noise and protection of adjoining amenities.

10. Drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the relevant planning authority for such works in respect of both the construction and operation phases of the proposed development.

**Reason:** In the interests of environmental protection and public health.

11. Any new or improved surface water outfalls shall be constructed in a manner which protects riparian habitat and does not result in excessive erosion of such habitat.

**Reason:** In the interest of habitat protection.

12. Prior to commencement of development, the developer, and/or any agent acting on its behalf, shall prepare in consultation with the relevant statutory agencies, an updated Construction Environmental Management Plan (CEMP), incorporating all mitigation measures indicated in the Natura Impact Statement and Environmental Impact Assessment Report and a demonstration of proposals to adhere to best practice and protocols.

The updated CEMP shall also include details of intended construction practice for the development, including hours of working, compound/works area lighting, noise management measures and surface water management proposals.

The construction of the development shall be constructed in accordance with the updated CEMP.

**Reason:** In the interests of protecting the environment, the landscape, the integrity of European Sites and sensitive receptors and in the interest of public health.

13. The developer shall monitor queuing time / delays at each works location and record traffic flows on the local road network at locations to be agreed with the planning authority. Such monitoring information shall be provided in a report to the planning authority on a weekly basis.

**Reason:** In the interest of orderly development.

14. Prior to the replacement of trees, hedging and planting which is to be removed the National Transport Authority shall liaise with the relevant landowner with regard to the species, size and location of all replacement vegetation. The National Transport Authority shall also employ the services of an appropriately qualified arboriculturist and Landscape Architect for the full duration of the proposed works to ensure landscaping and tree works are implemented appropriately.

**Reason:** In the interests of visual and residential amenity.

15. Tree protection measures for all existing trees shall be put in place prior to the commencement of development or phases of development.

**Reason:** In the interest of the protection of biodiversity.

16. All details of soft landscaping shall be submitted to the planning authority prior to implementation.

**Reason:** In the interest of orderly development.

17. Comprehensive details of the proposed public lighting system to serve the proposed scheme shall be submitted to and agreed in writing with the planning authority, prior to commencement of development.

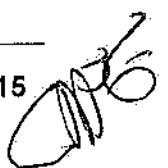
**Reason:** In the interests of public safety and visual amenity.

18. The developer shall facilitate the preservation, recording and protection of archaeological materials or features that may exist within the site. In this regard, the developer shall –

- (a) employ a suitably-qualified archaeologist who shall monitor all site investigations and other excavation works, and
- (b) provide arrangements, acceptable to the planning authority, for the recording and for the removal of any archaeological material which the authority considers appropriate to remove. In default of agreement on any of these requirements, the matter shall be referred to An Bord Pleanála for determination.

All archaeological pre-construction investigations shall be carried out in accordance with the details specified with the Environmental Impact Assessment Report submitted with the application.

**Reason:** In order to conserve the archaeological heritage of the site and to secure the preservation and protection of any remains that may exist within the site.

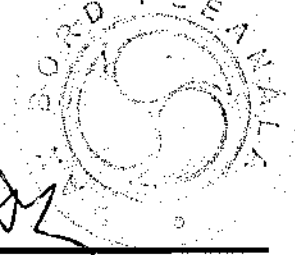
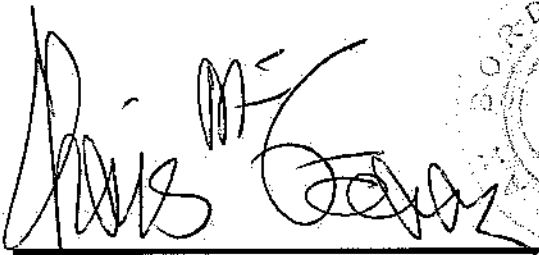


19. Prior to the commencement of development, the applicant shall submit an Invasive Species Management Plan to the planning authority, which includes details of a pre-construction survey to be carried out. The plan shall include full details of the eradication of such invasive species from the development site prior to construction or if discovered during construction as soon as is practicably possible.

**Reason:** In the interests of nature conservation and mitigating ecological damage associated with the development.

20. (a) Trees to be felled shall be examined prior to felling and demolition to determine the presence of bat roosts. Any clearance works shall be in accordance with the Transport Infrastructure Ireland Guidelines for the Treatment of Bats During the Construction of National Road Schemes.
- (b) No ground clearance shall be undertaken and no vegetation shall be cleared from the 1<sup>st</sup> day of March to 31<sup>st</sup> day of August, unless otherwise agreed with the planning authority.

**Reason:** In the interest of protection of local biodiversity.



Chris McGarry

Member of An Bord Pleanála

duly authorised to authenticate  
the seal of the Board.

Dated this 12<sup>th</sup> day of March 2024