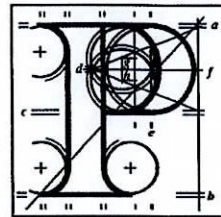


Our Case Number: ABP-314056-22



**An
Bord
Pleanála**

Department of Housing, Local Government and Heritage
Development Applications Unit
Newtown Road
Wexford
Co. Wexford
Y35 AP90

Date: 27 September 2022

Re: Liffey Valley to City Centre Core Bus Corridor Scheme.
Fonthill Road to High Street all in the County of Dublin.

Dear Sir / Madam,

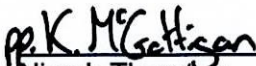
Please disregard the letter sent on 26th September 2022 and please see below.

An Bord Pleanála has received your observation or submission in relation to the case mentioned above and will take it into consideration in its determination of the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 314056).

Yours faithfully,



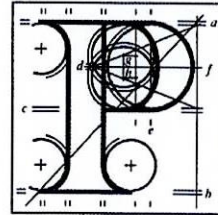
Niamh Thornton
Executive Officer
Direct Line: 01-8737247

BL50A

Tel (01) 858 8100
Glaó Áitiúil LoCall 1890 275 175
Facs Fax (01) 872 2684
Láithreán Gréasáin Website www.pleanala.ie
Ríomhphost Email bord@pleanala.ie

64 Sráid Maoilbhríde 64 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

Our Case Number: ABP-314056-22



**An
Bord
Pleanála**

Department of Housing, Local Government and Heritage
Development Applications Unit
Newtown Road
Wexford
Co. Wexford
Y35 AP90

Date: 26 September 2022

Re: Liffey Valley to City Centre Core Bus Corridor Scheme.
Fonthill Road to High Street all in the County of Dublin.

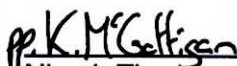
Dear Sir / Madam,

An Bord Pleanála has received your observation or submission in relation to the case mentioned above and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

BL50A

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Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



Our Ref: SID-SDCC-2022-008

(Please quote in all related correspondence)

9 September, 2022

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

Referral under section 51(2) of the Roads Act 1993 (as amended) by the National Transport Authority for the construction of the Liffey Valley to City Centre Core Bus Corridor Scheme which has an overall length of approximately 9.2km and is routed along the Fonthill Road, Coldcut Road, Ballyfermot Road, Sarsfield Road, Memorial Road, Inchicore Road, Grattan Crescent, Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and High Street. within the South Dublin County Council (SDCC) and Dublin City Council (DCC) administrative areas.

A chara

The Department refers to the correspondence received from the National Transport Authority on 12 July, 2022 with respect to the above referenced planning application.

Outlined below are heritage-related observations/recommendations co-ordinated by the Development Applications Unit under the stated headings.

Nature Conservation

Having considered the documentation supporting the present Strategic Infrastructure Application, this Department notes that on certain sections of the proposed bus corridor areas of habitat supporting trees and shrubs likely to be used by birds for nesting in season will be permanently lost in order to facilitate the laying out of bus and cycle lanes. Altogether 0.11 ha of scattered trees and parkland, 0.046 ha of hedgerows, 0.03 ha of treelines and 0.15 ha of mixed broadleaf woodland are to be cleared. In addition circa 0.51 ha of these habitats will be temporarily removed during the construction of the bus corridor. A considerable numbers of trees and shrubs will therefore be application lost, but the planting of 354 street trees and 220 m of hedgerow as part of the landscaping of the bus corridor should compensate in the long runs for this loss of woody vegetation and provide new nesting habitat for birds. Nevertheless any clearance of trees and shrubs during the main bird breeding season from March to August inclusive could result in the direct destruction of bird nests, eggs and nestlings and should be avoided.

The Natura Impact Statement (NIS) submitted in support of the present application identifies the possibility that sedimentary materials mobilised into surface water runoff from clearance or



earthmoving works on the bus corridor or hydrocarbons or other chemicals accidentally discharged from one of the three construction compounds for the scheme in the course of its construction phase could reach downstream Natura 2000 sites in Dublin causing adverse effects on Qualifying Interests (QIs) for these sites.

The NIS and the Construction Environment Management Plan (CEMP) also supporting the current application therefore set out a comprehensive range of measures to avoid mobilisation of sedimentary material such as silts, or hydrocarbons or other chemicals during the construction of the proposed bus corridor, including the erection of silt fences on the boundaries of the construction compounds, the storage of hydrocarbons and other chemicals and refuelling of machinery in bunded areas and the careful use and management of cement. The NIS finishes by stating (referring to the author consultant company that "it has been objectively concluded by Scott Cawley Ltd., following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts from the Proposed Scheme and the effective implementation of the mitigation measures proposed that the Proposed Scheme will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects, and there is no reasonable scientific doubt in relation to this conclusion." The Department accepts this conclusion.

Recommendations

In the light of the above the Department recommends that any planning permission granted in response to the present application should be subject to the following conditions:

1. That any clearance of woody vegetation to facilitate the construction of the proposed bus corridor shall only be undertaken in the period from September to February inclusive, i.e. outside the main bird breeding season.

Reason: To avoid the destruction of bird nests, eggs and nestlings.

2. That before any works on the proposed commence a finalised CEMP incorporating all the measures set out in the NIS and CEMP submitted in support of the present application to avoid the mobilisation of pollutants into surface water runoff during the construction phase of the proposed bus corridor shall be submitted to the planning authority for its written agreement and shall be implemented in full.

Reason: To avoid surface water pollution which might result in adverse effects to QI habitats and species and SCI bird species for downstream European sites in Dublin Bay protected under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC).

You are requested to send any further communications to the Development Applications Unit (DAU) at manager.dau@housing.gov.ie, or to the address on the cover page.

Is mise le meas,

Michael Murphy,
Development Applications Unit