

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These shapes include circles, semi-circles, and rounded rectangles, some of which are partially cut off by the edges of the page. The shapes are arranged in a way that creates a sense of movement and depth. The text 'Appendix A2.1 Planning Report' is positioned in the upper left quadrant of the page.

**Appendix A2.1**  
Planning Report

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Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
CBC	Core Bus Corridor
CIE	Coras Iompair Éireann
DAA	Dublin Airport Authority
DCC	Dublin City Council
DCCAIE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCENR	Department of communications, Energy and Natural Resources
DCHG	Department of Cultural, Heritage and the Gaeltacht
DTTas	Department of Transport, Tourism and Sport
EE	Enterprise and Employment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EU	European Union
FCC	Fingal County Council
FDP	Fingal Development Plan
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GEP	Good Ecological Potential
GES	Good Ecological Status
HMWB	Heavily Modified Water Bodies
HSE	Health Service Executive
IFI	Inland Fisheries Ireland
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEV's	Low Emission Vehicles
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIS	Natura Impact Assessment
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Parks and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
OPW	Office of Public Works
OS	Open Space
PCR	Planning Compliance Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcome

<b>Acronym</b>	<b>Meaning</b>
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFTS	South Fingal Transport Study
SFILT	Strategic Framework for Investment in Land Transport
TII	Transport Infrastructure Ireland
UN	United Nations
WFD	Water Framework Directive

# 1. Introduction

This Planning Report (PR) has been prepared to set out the planning context for the development of the Swords to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). It identifies and considers the existing policy framework for the Proposed Scheme in the context of relevant legislation, International, European, National, Regional and Local planning strategy, plans and policy documents.

The full extent of the Proposed Scheme is set out in Figure 1A of this Report.

The Proposed Scheme is one of 12 stand-alone Core Bus Corridor (CBC) Schemes to be delivered under the BusConnects Dublin - Core Bus Corridor Infrastructure Works (hereafter called the CBC Infrastructure Works). The CBC Infrastructure Works, once completed, will deliver the radial CBCs identified in the Core Bus Network contained in the National Transport Authority's (NTA's) Transport Strategy for the Greater Dublin Area 2022 – 2042 (hereafter referred to as the GDA Transport Strategy) (NTA 2022).

The BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the Greater Dublin Area (GDA) and the CBC Infrastructure Works is one element of that Programme, itself containing 12 stand-alone CBC Schemes. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities.

## 1.1 Summary Description of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 12km and commences south of Swords at Pinnock Hill Junction. The Proposed Scheme travels in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route continues on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route continues on the R132 in a southerly direction through Santry Village. It continues along the Swords Road past Whitehall to Griffith Avenue. The route follows Drumcondra Road Upper past the DCU St Patrick's Campus to the River Tolka. It continues through Drumcondra, on Drumcondra Road Lower, to Binns Bridge on the Royal Canal. From there it continues on Dorset Street Lower as far as Eccles Street, from where it continues on Dorset Street Upper to North Frederick Street.

The Proposed Scheme includes an upgrade of the existing bus priority and cycle facilities. The scheme includes a substantial increase in the level of bus priority provided along the corridor, including the provision of additional lengths of bus lane, resulting in improved journey time reliability. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers. Cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions.

Moreover, pedestrian facilities will be upgraded and additional signalised crossings be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrians' experience; an example of this can be seen at the Frank Flood Bridge in Drumcondra.

The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.

A full description of the Proposed Scheme is provided in Chapter 4 in Volume 2 of the Environmental Impact Assessment Report (EIAR) and the associated scheme drawings are provided in Volume 3 Figures of the EIAR. In addition, Chapter 2 and Chapter 3 in Volume 2 of the EIAR, outline the need for the Proposed Scheme and the alternatives considered, respectively.

## 1.2 CBC Infrastructure Works Background

The GDA Transport Strategy was published by the NTA in 2016 (NTA 2016).

The GDA Transport Strategy identified a 'Core Bus Network' which highlights the most important bus routes within the GDA. They were characterised by high passenger volumes, frequent services, and significant trip attractors. The GDA Transport Strategy states that it is proposed to provide continuous bus priority, as far as is practicable, along the core bus routes. This will result in a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport. The Proposed Scheme is identified as part of the 'Core Bus Network'. The GDA Transport Strategy identified Bus Rapid Transit (BRT) along the Proposed Scheme route supporting a bus-based solution.

In March 2018, BusConnects Dublin was launched as part of major investment programme, including Metrolink and the DART Expansion Programme, to improve public transport in Dublin, as part of Project Ireland 2040-National Development Plan 2018 – 2027 (hereafter referred to as the NDP) (Government of Ireland 2018a).

As design and planning work was progressed by the BusConnects Infrastructure team, it became clear that the level of differentiation between the BRT corridors and the CBCs would, ultimately, be limited, and that all of the radial CBCs listed here should be developed to provide a similarly high level of priority service (i.e. to provide a consistency in terms of bus priority and infrastructure to support all bus services).

The CBC Infrastructure Works encompasses a series of integrated actions which, together, would deliver a bus system that will enable more people to travel by bus than ever before. The Proposed Scheme is one of 12 stand-alone CBC schemes to be delivered under the CBC Infrastructure Works.

## 1.3 Overview for the Need of the Proposed Scheme

Chapter 2 (Need for the Proposed Project) in Volume 2 of the EIAR sets out in detail the need for the Proposed Scheme. The following Section provides an overview.

Our sustainable future relies on a built environment that connects people and creates inclusive societies that are characterised by social cohesion. Sustainable transport infrastructure assists in creating more sustainable communities and healthier places while also stimulating our economic development. It contributes to enhanced health and well-being when delivered effectively.

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure in places. Effective and reliable bus priority depends on a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently bus lanes are available for 72% of the Swords to City Centre route, with no signal control priority for buses. Cyclists must typically share space on bus lanes or general traffic lanes with only 28% of the route providing segregated cycle tracks. Furthermore, there are key sections of the current bus lanes that are not operational on a 24-hour basis in addition to being shared with both formal and informal parking facilities and cyclists which compromises the reliability and effectiveness of the bus services in these areas.

Private car dependence has resulted in significant congestion that has impacted on quality of life, the urban environment and road safety. The population of the GDA is projected to rise by 25% by 2040 (National Planning Framework, 2018), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region. 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 movements 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 transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

The objectives outlined above relating to enhancing capacity of the public transport system and enhancing safe infrastructure for cycling are underpinned by the central concept and design philosophy of 'People Movement'. People Movement is the concept of the optimisation of roadway space and / or the prioritisation of the movement of people over the movement of vehicles along the route and through the junctions along the Proposed Scheme. The aim is to reduce journey times for modes of transport with higher person carrying capacity (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

Investments in high quality public transport infrastructure and systems have been proven to result in significant modal shift. Indeed, in Dublin, the Canal Cordon Report (NTA 2019a) outlined that in 2019 (prior to COVID-19 restrictions) travel by sustainable modes accounted for 72% of all trips into Dublin City, compared to 59% in 2010. This positive improvement in sustainable mode uptake was facilitated by investment in walking, cycling and bus infrastructure, Luas Cross City and the re-opening of the Phoenix Park Tunnel in addition to investments in systems such as Leap Card and Real Time Passenger Information.

The COVID-19 pandemic brought about a short-term change in travel patterns in the GDA (which led, for example, to fewer people using public transport and more people working from home). Travel demand and patterns of travel have now started to return to pre-pandemic levels and are anticipated to grow in line with population growth. The impacts on travel demand and patterns of travel are still dependent on the quality of the transport system, in particular the reliability of a bus service that is not constrained by general traffic congestion.

### **1.3.1 The Bus Network**

To inform the preparation of the GDA Transport Strategy, the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes on which there needed to be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

The development and implementation of priority infrastructure on the Core Bus Network is to ensure that delays are minimised, reliability is improved through peak and off-peak periods and mode shift from the private car is made more attractive.

The reason for focusing on the Core Bus Network is to maximise the return on future investment in bus infrastructure and to facilitate efficient operation of bus services, thereby improving the attractiveness of public transport for a large proportion of the population of the Dublin Metropolitan Area and beyond.

The Core Bus Network Report focused on the overall existing bus service network and identified locations where the bus network is operating sub-optimally. The network is dominated by a radial network to/from Dublin City Centre, supplemented by low frequency orbital and local bus.

Bus lanes vary by quality, level of continuity, quality of treatment at junctions and operational times. Generally, all lanes are currently at least operational for their peak hours (i.e. morning peak for inbound and evening peak for outbound). Many are operational in both directions at both peak periods, some from 7am to 7pm and others on a 24-hour basis. Some corridors benefit from a high degree of continuity whereby bus lanes are present for long sections and are not truncated at junctions. This occurs mostly in locations where a previous full lane of traffic or a pre-existing hard shoulder has been designated as a bus lane.

The GDA Transport Strategy concluded that this high-quality Core Bus Network would form an integral part of the improved public transport infrastructure measures for the Dublin Metropolitan Area. The final resulting Core Bus Network presented in the GDA Transport Strategy represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.

The GDA Transport Strategy recognised that these corridors are generally characterised by discontinuity, whereby the corridors currently have dedicated bus lanes along less than one third of their lengths on average which means that for most of the journey, buses and cyclists are sharing space with general traffic and are negatively affected by the increasing levels of congestion. This results in delayed buses and unreliable journey times for passengers.

The GDA Transport Strategy states that it is therefore intended to provide continuous bus priority, as far as is practicable, along the core bus routes, with the objective of supporting a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport.

The main bus corridors in the north Dublin area run along the R132, where there are substantial lengths of bus lane in both directions from Swords as far the city centre, with the exception of Santry and portions of Dorset Street. The bus lanes tend to be discontinuous however, particularly at junctions.

The Core Bus Network study included a recommended route from Swords to the City Centre on the basis of the need to serve significant demand along this entire corridor and the fact that there are significant origins and destinations, including Swords village, Airside Retail Park, Dublin Airport, Santry Village, Drumcondra and the City Centre. There is also a high volume of scheduled bus services operating along this corridor at present.

While there is a high level of bus service provision along this corridor, only 72% of the route has bus priority. There are large gaps in bus priority along the R132 with challenges for reliability around Santry Village, Whitehall and Drumcondra.

### **1.3.2 The Cycle Network**

The GDA Cycle Network Plan (hereafter referred to as the GDACNP) (NTA 2013), was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan forms the strategy for the implementation of a high quality, integrated cycle network as set out in the GDA Transport Strategy. This is further discussed in Section 3.6.5.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either on street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP found that typically the cycle lanes achieve a QoS score of C or D in the DCC Area (QoS scores are assigned on a five-point scale from A+ to D). In addition, it found that in general the QoS of many of the existing facilities within the Fingal and DCC area, including the areas associated with the Proposed Scheme, is moderately low at C. More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport). It is however noted that since the production of the GDACNP several interventions have taken place – both permanent and temporary. In the case of the Proposed Scheme however only 57% of the route is currently providing segregated cycle tracks.



For cyclists, segregated facilities should be provided where practicable to do so. The GDACNP proposes a network of cycle links throughout the GDA, categorised, as follows:

- **Primary Routes:** Main cycle arteries that cross the urban area and carry most cycle traffic;
- **Secondary Routes:** Link between principal cycle routes and local zones;
- **Feeder Routes:** Cycle routes within local zones and/or connections from zones to the network levels above;
- **Inter Urban Routes:** Links the towns and city across rural areas and includes the elements of the National Cycle Network within the GDA; and
- **Green Route Network:** Cycle routes developed predominately for tourist, recreational and leisure purposes but may also carry elements of the utility cycle route network above. Many National Cycle Routes are of this type.

There are primary (2A, 3, NO1), secondary (Routes NO5, 2B, NO2, NO3, 3C, C8) primary/secondary (SW5, SW6), Green Route (Santry River Greenway, Tolka Greenway (N02), N2 Royal Canal Greenway), and Inter Urban (F7A) cycle routes identified along the Proposed Scheme.

The revised GDACNP 2022 forms part of the GDA Transport Strategy (as adopted in January 2023) and is a component of the transport strategy and has been considered in Section 3.6.6.

### 1.3.3 Infrastructure Works

#### 1.3.3.1 The Core Bus Network Development

In Section 5.5.4 of the GDA Transport Strategy (NTA 2016) it states that '*[a] number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.*'

As design and planning work was progressed by the BusConnects Infrastructure team, it became clear that the level of differentiation between the Bus Rapid Transit (BRT) corridors and the Core Bus Corridors (CBC) would, ultimately, be limited, and that all of the radial CBCs should be developed to provide a similarly high level of priority service provision (i.e. to provide a consistency in terms of bus priority and infrastructure to support all bus services).

The Proposed Scheme connecting Swords to the City Centre serves a significant public transport demand between these locations.

The Dublin Area Bus Network Redesign Revised Proposal as Part of Bus Connects Dublin (October 2019) (NTA 2019) presented information on 'patterns of demand'. Image 2.5 in Chapter 2 (Need for the Proposed Scheme) is an extract of the Combined Activity Density map for areas local to the Proposed Scheme, which combines residential, employment, and student enrolment densities to approximate the total effect of all densities in representing potential demand for public transport.

#### 1.3.3.2 The Local Transport Need

The local transport need supporting the Proposed Scheme is summarised in this Section, with the existing baseline transport environment presented in further detail in Chapter 6 (Traffic & Transport) of the EIAR.

There are sections along the route of the Proposed Scheme with poor bus priority resulting in poor journey time reliability particularly at peak times. Automatic Vehicle Locator (AVL) data from existing bus services operating along the Proposed Scheme corridor has been used to examine the current standard deviation for bus services along the corridor, as shown in Table 1.1.

**Table 1.1: Current Bus Journey Time Standard Deviation (minutes)**

Corridor	AM Peak Inbound	PM Peak Inbound	AM Peak Outbound	PM Peak Outbound
Swords to City Centre	10.21	8.34	4.97	8.46

The AVL data indicates that current bus services suffer variations in travel time of up to 9 minutes along the route of the Proposed Scheme and with predicted traffic increases these issues are expected to be exacerbated. In addition to impacting upon bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps created in the timetable. Aligned to this, the current unprioritised network leads to clustering of buses which, in turn, means stops can become overcrowded, creating delays in boarding and alighting and the imbalanced use of bus capacity.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 66% (outbound) and 77% (citybound), cumulatively equating to 72% of the length of the route. The Proposed Scheme will facilitate 100% bus priority and will complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability and provide resilience to congestion.

One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area. The CBC Infrastructure Works, including the Proposed Scheme, are developed to provide improved existing or new interchange opportunities with other existing and planned transport services, including:

- DART stations;
- Existing Dublin Bus and other bus services;
- The Greater Dublin Area (GDA) Cycle Network Plan;
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the Dublin Bus Network Re-design.

The Proposed Scheme begins on the R132 Swords Road at the Pinnock Hill junction. The Proposed Scheme is routed via the R132 along Swords Road, Drumcondra Road Upper and Lower and Dorset Street to the junction with North Frederick Street. The Proposed Scheme is then routed via North Frederick Street and Parnell Square East, where it will join the prevailing traffic management regime in the City Centre. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions.

Along the route of the Proposed Scheme, there are a number of amenities, village and urban centres which experience high pedestrian usage including Airside Retail Park, Santry Village, Whitehall, Drumcondra and the Parnell Square area. In order to improve accessibility to jobs, education and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high quality pedestrian environment, for which the Proposed Scheme supports delivering where practical to do so. The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of additional crossing locations, increased pedestrian directness, provision of traffic calming measures, improved accessibility facilities and increased footpath and crossing widths, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment.

The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of footpath improvements and through upgrading facilities for pedestrians at junctions and crossings, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment. In terms of the need to improve facilities for cyclists as referenced in Section 1.3.2, as part of the GDA Cycle Network Plan there are a number of Primary Routes (2A, 3, NO1, NO4), Secondary Routes (NO5, 2B, NO2, NO3, 3C, C8), primary/secondary (SW5, SW6), Green Route (Santry River Greenway, Tolka Greenway (N02), N2 Royal Canal Greenway), and Inter Urban (F7A) cycle routes identified along the Proposed Scheme.

Within the extents of the Proposed Scheme there are mandatory cycle tracks provided on only approximately 34% and 23% of the route outbound and inbound respectively, while advisory cycle lanes are provided on only approximately 35% and 26% of the route outbound and inbound respectively. The remaining extents have no dedicated cycle provision or cyclists must cycle within the bus lanes provided. The Proposed Scheme includes improvements to the existing cycling facilities, in the form of increased segregation, the provision of continuous cycle bypasses at bus stops and improvements to the cycle way widths.



There are a number of high frequency public bus services along the routes to be improved by the Proposed Scheme as well as multiple private and coach services, notably Aircoach routes serving Dublin Airport. In addition to this there are multiple other bus services which run along this corridor intermittently, providing interchange opportunities with other bus services and DART stations. The primary bus routes (prior to implementation of the revised Bus Network) along the corridor are listed below.

- Route 1
- Route 11
- Route 13
- Route 16
- Route 16c
- Route 16d
- Route 27b
- Route 33
- Route 33a
- Route 33e
- Route 40
- Route 40b
- Route 41c
- Route 41d
- Route 41x
- Route 44
- Route 101
- Route 102
- Route 122
- Route 180
- Route 197
- Route 500-X
- Route 505-X
- Route 506-X
- Route H1
- Route 740
- Route 740-A
- Route 842

As part of the BusConnects revised bus network proposals, the Proposed Scheme will primarily serve the A-Spine bus services. Images 2.9, 2.10 and 2.11 within Chapter 2 (need for the Proposed Scheme) are extracts from the BusConnects Network Redesign maps which shows the different interfaces along the corridor between Swords and Parnell Square and shows the A-Spine interface with the Proposed Scheme. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with forecasted population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and to facilitate the revised bus network (A-Spine) by providing journey time savings and reliability for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

## **1.4 Overview of the Benefits of the Proposed Scheme**

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for walking, cycling and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions. A typical double-deck bus takes up the same road space as three standard cars but typically carries 50-100 times the number of passengers

per vehicle. On average, a typical double-deck bus carries approximately 60-70 passengers making the bus typically 20 times more efficient in providing people movement capacity within the equivalent spatial area of three cars. These efficiency gains can provide a significant reduction in road network congestion where the equivalent car capacity would require 50 or more vehicles based on average occupancy levels. Consequently, by prioritising the movement of bus over cars, significantly more people can be transported along the limited road space available. Similarly, cyclists and pedestrians require significantly less roadway space than general traffic users to move safely and efficiently along the route. Making space for improved pedestrian and cycle infrastructure can significantly benefit these sustainable modes and encourage greater use of these modes.

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e. Walking, Cycling and Bus modes). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is a reduction of 31% in the number of people travelling via car, an increase of 71% in the number of people travelling via bus and an increase of 39% in people walking or cycling along the Proposed Scheme during the AM Peak Hour.

The transport modelling also presents demand outputs for people movement by bus in terms of passenger loadings along the corridor. The results indicate that the improvements in bus priority infrastructure with the Proposed Scheme in place show a substantial increase in bus patronage during the peak hours.

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 34% and 23% of the route outbound and inbound respectively. This will increase to 82% in both directions. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. The number of pedestrian signal crossings will increase by approximately 45% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

The Proposed Scheme will address sustainable transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.

This in turn will facilitate an increase in the bus network capacity of services operating along the corridor and thereby further increase the attractiveness of public transport. In addition, the significant segregation and safety improvements to walking and cycling infrastructure that are a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher levels of future population and employment growth. In the absence of the delivery of the Proposed Scheme, growth along this key corridor would continue to contribute to increased traffic congestion and operational issues on the road network. The Proposed Scheme delivers a reliable alternative to car-based travel that can support future sustainable growth and contribute positively towards reducing carbon emissions.

In the absence of the Proposed Scheme bus services will operate in a more congested environment, leading to higher journey times for bus and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme will provide would significantly limit the potential to grow those modes into

the future. In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape / urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.

The Proposed Scheme and its objectives fit within the current planning frameworks that are described further below. The Proposed Scheme will help deliver many of the objectives on an international, national, regional, and local level.

Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the GDA Transport Strategy and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.

## **2. Detailed Description of the Proposed Scheme**

### **2.1 Pinnock Hill to Airside Junction**

The Proposed Scheme commences south of Swords on the R132 Swords Road at Pinnock Hill. The existing roundabout at Pinnock Hill will be modified to a fully signalised junction with pedestrian and cyclist facilities. New access arrangements are proposed at Swords Veterinary Hospital, while the proposed fully signalised junction has been designed to integrate with the aspirations of the Fosterstown Local Area Plan which recognises the requirement for the provision of the Fosterstown Link Road.

Between the Pinnock Hill and Airside junctions, the existing bus lanes will be maintained, the existing footpath will be upgraded, and segregated cycle lanes provided. These proposals can be provided by eliminating one inbound traffic lane and narrowing the existing carriageway. The existing signalised junction at Airside is proposed to be upgraded to provide improved infrastructure for pedestrians and cyclists.

### **2.2 Airside Junction to Northwood Avenue**

Between the Airside and Cloghran junctions, the existing bus lanes will be maintained, the existing footpaths will be upgraded and extended, and segregated cycle tracks provided. The junction of the R132 with Kettles Lane will be modified to a fully signalised junction, permitting right turn movements. The existing Cloghran roundabout will be modified to a fully signalised junction with pedestrian and cyclist facilities. South of the Cloghran junction, current provision for cars and buses northbound will remain and a new bus lane provided southbound. Segregated one-way cycle facilities are provided on both sides of the R132. Southbound cyclists cross the R132 at the Coachman's Inn to a two-way cycle track on the western side of the R132.

It is proposed to maintain the Airport Roundabout as a signalised junction with some amendments. To provide bus priority southbound through the Airport junction, it is proposed to provide a new signal-controlled priority on the northern approach to the roundabout. The cycle facilities through the Airport junction will be upgraded and cyclists will be accommodated in a two-way cycle track on the western side of the junction, crossing the airport access road via a signalised toucan crossing.

South of the Airport Roundabout the existing northbound shared cycle lane and pedestrian lane is converted to a dedicated footpath and two-way cycle track as far as the South Corballis Road and from this point the cyclists will cross the R132 to return to the eastern side of the road.

Between Collinstown Cross Industrial Estate and Northwood Avenue, improved cycle facilities will be provided. Localised footpath and cycle track narrowing is required to mitigate land acquisition at the Thatch Cottage, which is a protected structure.

The existing signalised junctions of the Swords Road with Old Airport Road, Turnapin Lane and Northwood Avenue are proposed to be upgraded to provide improved infrastructure for pedestrians and cyclists.

### **2.3 Northwood Avenue to Shantalla Road**

Signal Controlled Bus Priority as well as localised narrowing of the cycle track will be provided between Northwood Avenue and Coolock Lane to mitigate impact on properties and the Santry Demesne historical wall and proposed National Heritage Area. A new bus terminus will be provided in the green space opposite the group of retail premises at the junction of the Swords Road and Coolock Lane.

Between Coolock Lane and the entrance to Omni Park Shopping Centre, it is proposed to extend continuous bus lanes and cycle tracks in both directions. This will require some limited land take from adjacent properties on both sides of the existing road and the removal of existing on-street car parking.

Between the Omni Park Shopping Centre entrance and the Shantalla Road junction it is proposed to maintain the two-way general traffic lanes and introduce continuous bus lanes in both directions. A segregated footpath will be maintained on either side. This will require some land take from adjacent properties on both sides of the existing

road in Santry Village and the removal of existing on-street car parking. Off street parking is proposed at residential properties between the shopping centre and Shanowen Road to offset the loss of on-street parking.

It is proposed to redirect cyclists through Lorcan Road and Shanrath Road as a Quiet Street. This cycle route commences at the junction with Omni Park Shopping Centre and connects with the Swords Road at the junction with Shantalla Road. A two-way cycle track is proposed to connect the Quiet Street from Shanrath Road through the Shanrath junction, connecting to the existing Quiet Street west of the off-slip.

A dedicated bus lane is proposed inbound along the Shantalla Road Bridge and a general traffic lane is maintained in both directions. The Shantalla Road junction will be upgraded to accommodate the bus lane and cycle and pedestrian movements.

## **2.4 Shantalla Road to Botanic Avenue**

From Shantalla Road to the Botanic Avenue, a continuous bus lane will be provided in both directions. It is proposed to retain the existing bus lanes and provide a segregated cycle track and footpath between Shantalla Road and Millmount Avenue in both directions. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will continue via a Quiet Street Treatment along the Swords Road. An additional south bound segregated cycle track will be provided adjacent to the south bound slip lane of the Shantalla Road junction. A short section of this cycle track is reduced to 1.5m wide in front of the Church of the Holy Child in addition to a reduction of the existing 3.5m wide footpath to 2m wide.

Localised narrowing of the cycle track is also required at Plunket College and Highfield Hospital to avoid land take and impacting a row of high-quality trees along the boundary of Plunket College. Narrowing is also required outbound along Drumcondra Road Upper between St Patrick's College and Griffith Avenue, where providing a standard width would result in significant loss of mature trees.

It is proposed to upgrade the Collins Avenue junction to better facilitate bus priority and provide dedicated, segregated bus lanes to the stop lines with signal-controlled priority. The other key junctions, at Griffith Avenue, Richmond Road/Millmount Avenue and Botanic Avenue, will be upgraded to improve cyclist provision and bring bus lanes closer to the stop lines.

In Drumcondra, an independent pedestrian and cycle bridge over the River Tolka is being provided as part of the Proposed Scheme to allow the proposed bus lanes to be accommodated over the existing bridge. The proposed bridge would require the removal of two Poplar trees within Our Lady's Park while four new smaller-sized trees have been proposed surrounding the square paved area, subject to underground utilities. Three new small canopy trees are proposed at the west end of the bridge adjacent to Millmount Terrace. The existing square area of paving surrounding the statue on the south side of the river will be replaced and enhanced with a combination of stone and concrete paving together with new seating as a local area enhancement. The path close to the river will be re-aligned and re-surfaced to meet with the new paved square. Additional planting is to be provided on the eastern side of the path to prevent access to the narrow embankments leading to the river side beneath the structure.

## **2.5 Botanic Avenue to Granby Row**

To facilitate bus lanes and cycle tracks in each direction it is necessary to remove one inbound and one outbound traffic lane between Clonliffe Road and Eccles Street. In addition, the landscaped central reserve will be removed between Portland Avenue and Belvedere Road to facilitate the required cross-section. South of Belvedere Road, the existing landscaped central reserve will be maintained.

Continuous bus lanes will be provided throughout, with the exception of a short section of signalised bus priority inbound between Whitworth Place and Portland Place. On Dorset Street Lower, south of Eccles Street, some minor kerb realignments are proposed to provide bus, cycle and a single traffic lane in each direction. The painted central reserve will be removed to facilitate this. Four existing cellars are affected by the Proposed Scheme. The cellars will be acquired and infilled with concrete.

It is proposed to provide new turning restrictions at the following junctions:

- Left turn ban from Dorset Street to Synott Place;
- Right turn ban from Dorset Street Lower inbound to Eccles Street, and
- Left turn ban from Dorset Street to Hardwicke Place.

On North Frederick Street, the existing bans on left-turning traffic from Dorset Street Lower and straight through traffic from Blessington Street will be maintained. North Frederick Street is restricted to one southbound traffic lane and one northbound traffic lane from the junction of Dorset Street with Gardiner Row.

South of Gardiner Row the existing southbound traffic lane and bus lane will be maintained. This section of the Proposed Scheme ties into the existing street layout at Parnell Street. Two-way cycle facilities will be provided on the west side of Parnell Square East. The right turn slip lane from Parnell Square North will be closed to facilitate the two-way cycle track.

Outbound buses will use Parnell Street, Parnell Square West and Granby Row to access Dorset Street Upper. A bus lane will be provided along these roads to facilitate outbound buses.

The existing signalised junctions at Clonliffe Road; Whitworth Road; Belvedere Road, North Circular Road, Gardiner Street Upper, Eccles Street and North Frederick Street/Blessington Street are proposed to be upgraded to provide improved infrastructure for pedestrians and cyclists.

At-grade cycle tracks have been utilised in order to maintain the existing kerb lines as the route approaches the city centre. The cycle tracks will be at carriageway level and segregated from general traffic using slip formed kerbs. At-grade cycle tracks have been proposed at Drumcondra Road Lower, southbound and Dorset Street Lower, between Portland Place Junction and Eccles Street Junction.

## 3. Legislative, Planning and Development Context

### 3.1 Introduction

This Section sets out the prevailing legislation, strategic planning and transport policy context relating to the Proposed Scheme addressing the following tiers:

- Legislative Context;
- International Policy;
- European Union Law & Policy Context;
- National Policy Context;
- Regional Plans / Policy Context; and
- Local Plans / Policy Context.

### 3.2 Legislative Context

#### 3.2.1 The Roads Act

The Proposed Scheme is a 'proposed road development' as defined in the Roads Act, 1993 (as amended) (hereafter referred to as the Roads Act).

The application for approval of the Proposed Scheme is being made under Section 51 of the Roads Act.

#### 3.2.2 Requirement for Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

*'any proposed road development which is subject to an environmental impact assessment under Section 50...'*

Section 50 of the Roads Act is concerned with Environmental Impact Assessment (EIA) for 'road development'. Section 50(1)(a) provides as follows:

*'(1)(a) 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.1. No. 119 of 1994, Road Regulations, 1994 (as amended) (hereafter referred to as the Roads Regulations), the prescribed types 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;*

*(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 Roads Regulations as 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. Therefore, an EIAR is mandatory in respect of the Proposed Scheme. Section 5 includes a summary of the EIAR assessment for the Proposed Scheme.

### 3.3 International Policy

#### 3.3.1 United Nations 2030 Agenda

In September 2015, Transforming Our World, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 Members States of the United Nations (UN 2015). The 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future which are shown in Image 3.1.



Image 3.1: The 17 Sustainable Development Goals (UN 2015)

The SDGs are integrated; they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. SDG 9 and SDG 11 are relevant to the Proposed Scheme and are outlined in Table 3.1.

Table 3.1: SDGs Relevant to the Proposed Scheme

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.
Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.



### 3.3.1.1 Proposed Scheme Response

The Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe and integrated sustainable transport movement along this corridor.

In Ireland, the SDGs are being implemented through the Sustainable Development Goals National Implementation Plan 2018 - 2020 (Government of Ireland 2018c), which is in direct response to the 2030 Agenda for sustainable development. It provides a whole-of-government approach to implement the 17 SDGs (see brief description later in the National Policy Section (Section 3.5).

## 3.4 European Union Law & Policy

### 3.4.1 Sustainable and Smart Mobility Strategy 2020

The Sustainable and Smart Mobility Strategy (European Commission 2020) sets out a number of goals as to how people will move within and between cities in the future. It has identified 82 initiatives which have been categorised into 10 'flagships.'

The flagship relevant to the Proposed Scheme is 'Flagship 3 – Making interurban and urban mobility more sustainable and healthy'. It states that:

*'increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.'*

A target of the strategy relevant to the Proposed Scheme is to double cycling infrastructure in cities within the European Union (EU) to 5,000km in the next decade.

#### 3.4.1.1 Proposed Scheme Response

The Proposed Scheme supports the objectives of the EU's Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

### 3.4.2 European Green Deal 2019

The European Green Deal (EGD) (European Commission 2019) sets out ambitious policies aimed at cutting emissions and preserving the natural environment. Pursuant to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021, establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999, the binding EU 2030 climate target shall be a domestic reduction of net greenhouse gas emissions (emissions after deduction of removals) by at least 55% by 2030, compared to 1990 levels. In addition to binding legislation and other initiatives adopted at EU level, all sectors of the economy – including transport – must play a role in contributing to the achievement of climate neutrality within the European Union by 2050.

As indicated in the EGD, on 9 December 2020, the European Commission adopted a communication entitled 'Sustainable and Smart Mobility Strategy – Putting European Transport on Track for the Future'. The strategy sets out a roadmap for a sustainable and smart future for European transport, with an action plan towards an objective to deliver a 90% reduction in emissions from the transport sector by 2050.

This Strategy has the objective of 'accelerating the shift to sustainable and smart mobility' and requires that, '[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is concentrated the most in

cities and that a combination of measures is needed which includes ‘improving public transport and promoting active modes of transport such as walking and cycling.’

### 3.4.2.1 Proposed Scheme Response

The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the EGD, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

## 3.5 National Policy

The following Section includes those National plans, policies, and strategies relevant to the Proposed Scheme.

### 3.5.1 Project Ireland 2040 - National Planning Framework (NPF)

Project Ireland 2040 National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b) is the Government’s strategic framework to guide development and investment. The NPF’s ambition is to create a single vision and a shared set of goals for each community to shape the growth and development of Ireland by providing a framework up to the year 2040. These goals are expressed as National Strategic Outcomes (NSOs), shared benefits which the NPF will deliver if implemented according to the objectives of the NPF. The NPF NSOs relevant to the Proposed Scheme are set out in Table 3.2 with a corresponding statement on how the Proposed Scheme meets each respective NSO objective.

**Table 3.2: National Strategic Outcomes (NSO) of the NPF**

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p><b>NSO1 Compact Growth</b></p> <p><i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin through delivering transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will support enhancing the capacity of a sustainable transport network, and as a consequence will help to achieve greater land use densities that will encourage compact growth in compliance with the objectives of NSO1.</p>
<p><b>NSO2 Enhanced Regional Accessibility</b></p> <p><i>‘A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.’</i></p>	<p>NSO2 recognises the importance of accessibility to Dublin for all regions and urban areas in Ireland. Dublin is clearly a vital artery in Ireland’s transport network and the Proposed Scheme, in enhancing links to regional bus, rail and roads infrastructure, meets the objectives of NSO2.</p>
<p><b>NSO4 Sustainable Mobility</b></p> <p><i>‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new</i></p>	<p>The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p><i>technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p>attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b></p> <p><i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness [sic]and enterprise growth.'</i></p>	<p>The Proposed Scheme is a high-quality development that will provide the infrastructure required to facilitate sustainable transport options which will service the transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p>
<p><b>NSO6 High-Quality International Connectivity</b></p> <p><i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport into Dublin City Centre as well as Dublin Airport allowing greater accessibility key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p><b>NSO7 Enhanced Amenity and Heritage</b></p> <p><i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. Furthermore, built and natural heritage have been key considerations in the design of the Proposed Scheme in compliance with the objectives of NSO7.</p>
<p><b>NSO8 Transition to a Low Carbon and Climate Resilient Society</b></p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements, is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities where possible. These high-quality cycle tracks will be typically 2m in width where practical, offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8.</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p><b>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</b></p> <p><i>‘Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.’</i></p>	<p>The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The Proposed Scheme has taken into consideration the objectives of a circular economy and aims to re-use materials, where possible.</p> <p>Consideration has been given to the sustainability of material being sourced for the construction of the Proposed Scheme. Insofar as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally in order to reduce the amount of travelling required to transfer the material to the site.</p> <p>Construction materials will be managed on-site in such a way as to prevent over-ordering and waste.</p> <p>A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been developed and will be implemented (and updated as necessary) by the appointed contractor.</p> <p>In regard to water during the construction phase, the EIAR includes details on guidance documents and control measures for site clearance, construction compound, silty water runoff, storage of materials, working in-stream or in close proximity to watercourses, fuel storage, use of concrete and monitoring. Mitigation for the operational phase has been built into the design of the Proposed Scheme.</p> <p>The Proposed Scheme is compliant with the objectives of NSO9.</p>
<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p><i>‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.’</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin’s childcare, educational and health care services in compliance with the objectives of NSO10. Notable community services along the Proposed Scheme include:</p> <ul style="list-style-type: none"> <li>• Dublin City University;</li> <li>• Rotunda Hospital; and</li> <li>• Church of the Holy Child, Whitehall.</li> </ul>

Specifically, in regard to the Dublin City and Metropolitan Area, the NPF states that:

*‘Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life.’* It further outlines that *‘Dublin’s continued performance is critical to Ireland’s competitiveness. Improving the strategic infrastructure required to sustain growth will be a key priority as part of the Metropolitan Area Strategic Plan (MASP), and will include enhanced airport and port access and capacity, expansion and improvement of the bus, DART and Luas/Metro networks...’*

Under the heading ‘Key future growth enablers for Dublin include’ it highlights:

*‘The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks’* and *‘Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors.’*

### 3.5.1.1 Proposed Scheme Response

The Proposed Scheme supports the goals of the NPF by delivering infrastructure that will facilitate high-quality sustainable active travel and public transport networks. In doing so, the Proposed Scheme will facilitate an



accelerated shift and the urgent transition needed to deliver a low carbon and climate resilient society. The Proposed Scheme also includes localised public realm improvements that will ensure a more attractive, liveable urban place for the local community living adjacent to the Proposed Scheme.

The Proposed Scheme supports the outcome of the NPF related to Compact Growth. The NPF describes how the careful management and sustained growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. A key NPF priority involves achieving effective density and consolidation, rather than more sprawl of urban development. One of the overall objectives of BusConnects is to enhance compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generation through the provision of safe and efficient sustainable transport networks. The Proposed Scheme supports this objective.

### **3.5.2 Project Ireland 2040 - National Development Plan 2021 - 2030**

Project Ireland 2040 is the government's long-term overarching strategy to make Ireland a better country for all its people. The National Development Plan (hereafter referred to as the NDP) (Government of Ireland 2021a) and the NPF (Government of Ireland 2018b) combine to form Project Ireland 2040. The NDP 2018 – 2027 and the NPF were adopted in May 2018. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an 'Infrastructure-led recovery' and 'green recovery' in the wake of Covid-19. The revised NDP 2021-2030 was adopted in October 2021.

The NDP is the National capital investment strategy plan. It sets out the framework of expenditure commitments to secure the Strategic Investment Priorities to the year 2030 and support the delivery of the 10 National Strategic Outcomes (NSO's) identified in the NPF and described in Section 3.5.1 as applicable to the Proposed Scheme. The NDP under Section 4.1 (National Strategic Outcomes) sets out '*This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030.*'

Under the heading 'Major Investments' the NDP sets out that '*This NDP will be the largest and greenest ever delivered in Ireland, with a particular focus on supporting the largest public housing programme in the history of the state. While many of the investments in this NDP are already well known and have been progressing through planning for some time (e.g. BusConnects), there are a range of investments which are new or enhanced in the NDP. A selection of these are listed below.*' This includes under NSO 4 'Sustainable Mobility' '*BusConnects for Ireland's Cities*'.

In Section 3.9 'Catalysing the shift towards accessibility-based mobility systems' it comments that '*The greenhouse gas emissions associated with public transport will be addresses by replacing diesel buses with lower emitting alternatives under the BusConnects programme.*'

Figure 5.4 'Selection of Major Regional Investments Planned in the National Development Plan' includes in the section entitled 'Selection of investments for the Eastern and Midland Region'. Inter alia: BusConnects.

The NDP sets out a programme of investment that includes indicative Exchequer allocations. BusConnects is specifically identified as one of the five 'Strategic Investment Priorities' that aligns with NSO4 (Sustainable Mobility) of the NPF. The NDP outlines under the heading 'Sustainable Mobility' that; '*The National Planning Framework (NPF) recognises the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.*'

It continues:

*'Improved and expanded sustainable mobility services and infrastructure can also act as an enabler of the NPF's commitment toward the compact growth of the cities, towns and villages within their existing urban footprint.'*

It further states:

*'...transport led development will become an increasingly important area of investment focus for the sustainable mobility programme over the period of the NDP.'*

It also highlights that:

*'The NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages.' It continues 'In the previous NDP, the Transport sector had an allocation of approximately €21 billion for the period 2018-2027. The revised NDP sets out further ambitious plans to enhance public transport, active travel options and the connectivity of communities throughout Ireland. Transport projects by their nature are delivered over a multi-year horizon. The scale of the Transport-related requirements under the revised NDP amounts to c. €35 billion in total over 2021-2030.'*

Under the heading 'Sectoral Strategies' it makes reference to the Climate Action Plan (CAP) and recognises *'..that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House Gas emissions by 2030 and ultimately net zero by 2050.'*

In regard to 'Active Travel', the NDP comments:

*'This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, town and villages across the country, including Greenways.' It continues 'The investment proposed for the major urban centres over the next 5 years will target over 700km of improved walking and cycling infrastructure delivered across the five cities.'*

Specifically in regard to BusConnects, the NDP outlines the following:

*'Transformed active travel and bus infrastructure and services in all five of Ireland's major cities is fundamental to achieving the overarching target of 500,000 additional active travel and public transport journeys by 2030.'*

It also sets out that:

*'BusConnects will overhaul the current bus system in all five cities by implementing a network of 'next generation' bus corridors (including segregated cycling facilities) on the busiest routes to make journeys faster, predictable and reliable. BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of ticketing known as Next Generation Ticketing and cashless payments. Increasing the attractiveness of the bus systems in the cities will encourage modal shift away from private car use, leading to a reduction in congestion and associated costs in the major urban areas. Over the lifetime of this NDP, there will be significant progress made on delivering BusConnects with the construction of Core Bus Corridors expected to be substantially complete in all five cities by 2030.'*

### **3.5.2.1 Revised National Development Plan**

It is noted that the explanatory text under each National Strategic Outcome (NSO) within the NPF has not been fully replicated within the revised NDP. The table below sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP.

**Table 3.3: NSO Objective Differences NPF and Revised NDP**

<b>NPF National Strategic Outcome (NSO)</b>	<b>Revised NDP NSO explanatory text</b>	<b>Consideration of explanatory text changes between NPF and revised NDP</b>
<p><b>NSO1 Compact Growth</b></p> <p><i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p><b>NSO1 Compact Growth</b></p> <p><i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of being developed to provide housing, jobs, amenities and community services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word ‘community’ when it refers to services that have the potential to be developed within urban settlement ‘potential development areas’.</p>
<p><b>NSO2 Enhanced Regional Accessibility</b></p> <p><i>‘A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.’</i></p>	<p><b>NSO2 Enhanced Regional Accessibility</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>‘This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves.’</i></p>	<p>The revised NDP maintains the objectives of NPF NSO2 and emphasizes improving transport links as a means to enhancing intra-regional accessibility.</p>
<p><b>NSO4 Sustainable Mobility</b></p> <p><i>‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.’</i></p>	<p><b>NSO4: Sustainable Mobility</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>‘The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens’ quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.’</i></p>	<p>The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland’s transition to a ‘low-carbon society and enhance our economic competitiveness.’</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b></p> <p><i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, Covid-19, digitization and the transition to a 'low carbon economy'.</p>
<p><b>NSO6 High-Quality International Connectivity</b></p> <p><i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p><b>NSO6 High-Quality International Connectivity</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'As an island, continued investment in our port and airport connections to the UK, the EU and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'</i></p> <p>It also comments <i>'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised..'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the 'surface connectivity' to same.</p>
<p><b>NSO7 Enhanced Amenity and Heritage</b></p> <p><i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban</i></p>	<p><b>NSO7 Enhanced Amenity and Heritage</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>



NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<i>and rural areas and adding to their attractiveness and sense of place.'</i>	<i>and will need to be a priority going forward.'</i>	
<p><b>NSO8 Transition to a Low Carbon and Climate Resilient Society</b></p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p><b>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act 2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i></p> <p><i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's unequivocal commitment to securing a carbon neutral future.'</i></p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a greater government commitment than to aspire to a 'low carbon' society'.</p> <p>The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within the Climate Action and Low Carbon Development (Amendment) Act 2021. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>
<p><b>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</b></p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p><b>NSO9 Sustainable Management of Water and Other Environmental Resources</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic wellbeing into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasized within the revised NDP.</p>
<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p><i>'Good access to a range of quality education and health services, relative to</i></p>	<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the</p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p><i>the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p>NPF. However, it does comment (inter alia), as follows:  <i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	

In summary, it is considered that the revised NDP brings up to date the explanatory text associated with the NSOs under the NPF. The enactment of the Climate Action and Low Carbon Development (Amendment) Act 2021 has placed greater emphasis on tackling climate change and utilising government policy as a means to bring about a climate neutral society and economy. The Proposed Scheme will provide the infrastructure required to deliver sustainable public transport that will assist in the drive towards a carbon / climate neutral future for Ireland.

### 3.5.2.2 Proposed Scheme Response

The Proposed Scheme forms part of the CBC Infrastructure Works within the overall BusConnects Programme is therefore identified as a component of a 'Strategic Investment Priority', with an associated investment commitment, which has been determined as central to the delivery of the NPF vision. The Proposed Scheme is an integral part of Ireland's policy to reduce emissions by providing the infrastructure necessary to deliver a sustainable transport network. The Proposed Scheme will facilitate continued planned and forecasted population growth in the GDA and along the route of the Proposed Scheme by meeting existing and future travel demand through investment in a sustainable transport network and services. As required in the NDP, the Proposed Scheme will provide the infrastructure needed to help facilitate a modal shift from private car to public transport, cycling and walking. It will also bring to fruition a 'Strategic Investment Priority' of the NDP to help deliver the full 'BusConnects programme'.

### 3.5.3 National Investment Framework for Transport in Ireland

The Department of Transport (DoT) has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021a) to ensure alignment with the policies of the NPF. NIFTI sets out the DoT's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. The NPF and its projections around population and settlement patterns are central to the development of NIFTI. The purpose of NIFTI is to enable the delivery of Project Ireland 2040 and the ten National Strategic Objectives (NSOs) by guiding the appropriate investment in Ireland's roads, active travel and public transport infrastructure.

To invest sustainably, NIFTI establishes hierarchies which prioritise environmentally sustainable and proportional solutions to a given transport need or opportunity. In combination, it is intended that these hierarchies will ensure that we tackle the right problems with the right solutions.

NIFTI sets out the types of positive outcomes transport investment can deliver, including:

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting Successful Places and Vibrant Communities;
- Facilitating Safe, Accessible, Reliable and Efficient Travel on the Network; and
- Promoting a Strong and Balanced Economy.

NIFTI was published by the DoT on 21 December 2021 and includes investment hierarchies that ensure strategic alignment of future transport investment and to support the NPF. The investment priorities are based on two hierarchies, Modal and Intervention which are set out below:

## Modal Hierarchy

The NIFTI Modal Hierarchy is:

1. Active Travel;
2. Public Transport; and
3. Private Vehicles.

The plan states that future transport planning will prioritise sustainable modes and:

*‘.....sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car.’*

*Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.’*

## Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

1. Maintain;
2. Optimise;
3. Improve; and
4. New.

NIFTI states that:

*‘To support the delivery of the NPF, and to make best use of our existing assets, a hierarchy of these intervention types will be applied. Maintaining the existing transport network will be given first priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.’*

De-carbonising the transport sector is a key priority for reaching Ireland’s climate change targets. NIFTI supports sustainable mobility and encourages active travel and public transport. It supports projects that will reduce urban congestion, particularly those that include new sustainable mobility infrastructure and optimises the existing infrastructure to prioritise sustainable transport modes.

### 3.5.3.1 Proposed Scheme Response

The Proposed Scheme is compliant with NIFTI (DoT 2021) as it will facilitate accessible and reliable public transport. It supports sustainable transport modes including active travel modes. NIFTI recognises that active travel is the most sustainable mode of travel and acknowledges that the attractiveness of this mode is dependent on infrastructure, for example, dedicated footpaths, segregated cycle tracks and the quality and priority of road crossing points all impact upon the number of people engaging in active travel. The Proposed Scheme will provide improved infrastructure for active travel modes.

### 3.5.4 Department of Transport: Statement of Strategy 2021 – 2023

The Department of Transport (DoT) Statement of Strategy 2021-2023 (hereafter referred to as the Statement of Strategy) (DoT 2021b) sets out goals and strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that *‘Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road,*

*public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'*

The Statement of Strategy includes a commitment to 'support any necessary adaptation of our critical transport infrastructure and services in response to Ireland's changing climate.'

The Statement of Strategy mission is "To deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses."

In regard to connectivity, the Strategy sets out that:

*'Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road, public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'*

#### **3.5.4.1 Proposed Scheme Response**

The Proposed Scheme will provide the infrastructure necessary to support a high quality and sustainable road, public transport and active travel network along the route. The Proposed Scheme will contribute towards economic recovery through enhanced connectivity by improving both bus and cycle infrastructure allowing for greater modal choices.

### **3.5.5 National Sustainable Mobility Policy 2022**

The National Sustainable Mobility Policy (DoT, 2022) sets a framework for active travel and public transport to support the 51% reduction in greenhouse gas emissions by 2030. The vision for the policy is:

*'To connect people and places with sustainable mobility that is safe, green, accessible and efficient.'*

The Policy includes three key principles, as follows:

- 1) Safe and Green Mobility;
- 2) People Focused Mobility; and
- 3) Better Integrated Mobility.

The principles are supported by 10 'high level goals' and those considered relevant to the Proposed Scheme are set out further below.

The foreword of the policy document comments, as follows:

*'Increased funding under the National Development Plan will allow us to improve and expand walking, cycling and public transport options across the country to enable access to education, health care, work, cultural and public life by sustainable modes of travel. This will include commencing delivery of BusConnects programmes in our five cities, DART+ and Metrolink in Dublin along with increased investment in the inter-urban and regional rail network.'*

In regard to walking and cycling infrastructure the Introduction section states:

*'The design of walking and cycling infrastructure, as well as areas in the vicinity of public transport services, are important safety factors. Well-designed, well-maintained, appropriately lit, continuous and better integrated infrastructure can help people feel safe and encourage them to choose these options over the private car.....Expanding walking and cycling options to promote greater use of active travel can support our climate targets to reduce emissions as well as improving fitness levels and public health, and reducing congestion and private car use. Diverting short car trips to active modes will have a particular benefit in reducing air pollution'*

It further comments:

*'There is a need to rebalance transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport. This will require a greater allocation of available road/street space to be given to sustainable mobility. In addition, a rebalancing of traffic light signaling at junctions to better facilitate walking, cycling and public transport is required. The overarching objective in urban centres should be to focus more on the movement of people rather than the movement of the private car.'*

Under the heading 'Implementation, monitoring and review' it sets out that:

*'The Leadership Group will report to the Minister for Transport on a quarterly basis and progress on implementation of the Policy will be overseen. In order to measure progress'.* It further outlines that part of the reporting will include (inter alia):

- *'Kilometres of active travel infrastructure developed annually; and*
- *Kilometres of bus lanes/bus priority developed annually.'*

The Policy supports 'Safe and Green Mobility' by (inter alia):

*'Expanding bus capacity and services through the BusConnects Programmes in the five cities of Cork, Dublin, Galway, Limerick and Waterford; improved town bus services; and the Connecting Ireland programme in rural areas'.*

Under the heading 'Expand availability of sustainable mobility' it comments, as follows:

*Improving active travel infrastructure in both urban and rural areas together with improved and expanded public transport services across the country is needed to reduce car dependency. Increased investment in walking and cycling infrastructure will provide a safe and connected network to those who wish to travel by active means. Implementation of public transport projects such as (inter alia): BusConnects.'*

Projects such as BusConnects are identified as key priorities to deliver an improved and expanded bus service. It sets out under Goal 3 'Expand availability of sustainable mobility in metropolitan areas' the following:

*'BusConnects programmes comprise a number of different elements including the network redesign of bus services and the development of core bus corridors infrastructure, including segregated cycling facilities, on the busiest routes to make journeys'.*

It also outlines that:

*'Our bus system carries by far the greatest number of passengers across the public transport system and improvements to it are vital in the context of improving people's accessibility and increasing modal shift. Improved and expanded bus services and infrastructure are a key priority, and in the five metropolitan areas, these improvements and expansions will be delivered through BusConnects programmes in each.'*

It also comments that:

*'BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of Next Generation Ticketing and cashless payments.'*

Table 3.4 sets out how the Proposed Scheme meets the Principles and Goals of the National Sustainable Mobility Policy.



**Table 3.4: National Sustainable Mobility Policy Principles and Goals**

Principle	Goal	Goal	Proposed Scheme Response
Safe and Green Mobility	<i>'Improve mobility safety.'</i>	<i>'Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.'</i>	The Proposed Scheme will, where possible, include segregated cycling and enhanced at grade junctions improving overall safety along the corridor.  Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users.
	<i>'Decarbonise public Transport.'</i>	<i>'Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.'</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
	<i>'Expand availability of sustainable mobility in metropolitan areas.'</i>	<i>'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fueled cars by 2030.'</i>	The Proposed Scheme aligns with the goal as BusConnects Dublin – Core Bus Corridor Infrastructure Works is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions, where possible. These high-quality cycle lanes will help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements, where possible. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. Along the Proposed Scheme route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
	<i>'Expand availability of sustainable mobility in regional and rural areas.'</i>	<i>'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'</i>	The Proposed Scheme aligns with the goal as it will expand the capacity of the public transport network within Dublin. The Proposed Scheme will also enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
	<i>'Encourage people to choose sustainable mobility over the private car.'</i>	<i>'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioral change and demand management measures.'</i>	The Proposed Scheme will promote a modal shift from private car use to more sustainable forms of transport. It will enhance active travel networks and thus will encourage the use of these modes, reducing reliance on the private car.

Principle	Goal	Goal	Proposed Scheme Response
People Focused Mobility	<i>'Take a whole of journey approach to mobility, promoting inclusive access for all.'</i>	<i>'Goal 6 aims to support a whole of journey approach from planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (Department of Transport formerly known as Department of Transport, Tourism and Sport 2013) and the National Cycle Manual (NTA 2011). In addition a disability audit has been undertaken for the Proposed Scheme and has informed the design thereby promoting access for all.
	<i>'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'</i>	<i>'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'</i>	The Proposed Scheme aligns with the goal as Chapter 6 (EIAR Traffic & Transport) in Volume 2 of this EIAR has considered the Permeability best practice guide (NTA 2015) as part of the Proposed Scheme.
	<i>'Promote sustainable mobility through research and citizen engagement.'</i>	<i>'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'</i>	A consultation exercise has been undertaken and has helped to inform the design and layout of the Proposed Scheme. The NTA is also working in partnership with various government departments and third parties to deliver a high quality sustainable transport scheme for Dublin.
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area, both now and in the future.

### 3.5.5.1 Proposed Scheme Response

The Proposed Scheme is supported by the National Sustainable Mobility Policy. The Proposed Scheme as part of the BusConnects Programme is identified as a key project to help deliver Ireland's climate commitments and reduction of greenhouse gas emissions from the transport sector. The implementation of the Proposed Scheme will contribute to modal shift towards sustainable transport options, will expand, enhance and connect to pedestrian and cycle networks.

### 3.5.6 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020

The Department of Transport, Tourism and Sport (DTTAS) Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (DTTAS 2009a) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) were carried out as part of Smarter Travel.

It sets out a series of actions and measures covering infrastructural and policy elements to promote and encourage the vision of a sustainable travel and transport system for the period 2009 to 2020. The Smarter Travel Policy also provides funding over the lifetime of the Policy to provide information and improve facilities for cyclists, walkers, and public transport users.

The vision presented in Smarter Travel is summarised by five key goals:

- *‘Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport’;*
- *‘Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks’;*
- *‘Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions’;*
- *‘Reduce overall travel demand and commuting distances travelled by the private car’;* and
- *‘Improve security of energy supply by reducing dependency on imported fossil fuels’.*

In regard to Public Transport, it sets out that:

*‘We estimate that by 2020 we will need to provide public transport to meet the needs of an additional 90,000 commuters on top of the 140,000 likely to be catered for by Transport 21. The bus will be at the heart of moving these additional people.’*

It further comments that:

*‘Bus use is particularly important for those without access to a car, the young, older people and people with mobility issues. If we are to encourage the use of public transport in Ireland, the availability of a safe, accessible, integrated and reliable service for 18+ hours of the day is essential in any attempts to increase patronage and gain more users.’*

Table 3.5 sets out how the Proposed Scheme meets the key goals of Smarter Travel.

**Table 3.5: Key Goals - Smarter Travel**

Key Goals	How the Proposed Scheme meets the Key Goals of Smarter Travel
<i>‘Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport’</i>	More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages.  Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>‘Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks’</i>	Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin’s employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.



Key Goals	How the Proposed Scheme meets the Key Goals of Smarter Travel
<p><i>'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIAR has been carried out according to best practice and guidelines relating to climate and greenhouse gas emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature.</p> <p>The operational traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme are predicted to be positive and permanent. In addition, the Proposed Scheme will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce GHG emissions.</p> <p>The CBC Infrastructure Works will also support the delivery of government strategies outlined in the Climate Action Plan and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system, aligning with the aims to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region. This will subsequently enable and deliver integrated sustainable transport movement along these corridors (including the Proposed Scheme). The CBC Infrastructure Works will provide connectivity and integration with other public transport services leading to more people availing of public transport.</p>
<p><i>'Reduce overall travel demand and commuting distances travelled by the private car'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p>
<p><i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i></p>	<p>The Proposed Scheme aligns with the goal as it is providing the infrastructure necessary to facilitate sustainable transport.</p>

### 3.5.6.1 Proposed Scheme Response

The Proposed Scheme is supported by what Smarter Travel (DTTAS 2009b) states in relation to public transport in that it is recognised that a safe, accessible service is essential to increase patronage. The Proposed Scheme will maximise the efficiency of the transport network through the integration of cycling and public transport modes and support the provision of sustainable transport alternatives to reliance on car-based journeys.

### 3.5.7 The National Cycle Policy Framework (NCPF) 2009 - 2020

The National Cycle Policy Framework 2009-2020 (hereafter referred to as the NCPF) (DTTAS 2009b) is Ireland's cycling policy framework. The vision is to create a strong cycling culture in Ireland, stating that *'Cycling will be a normal way to get about, especially for short trips'*. The NCPF outlines 19 specific objectives, so that by the year 2020, 10% of all journeys made were intended to be by bike. This policy framework outlines a number of interventions to make cycling easier and safer.

The interventions specific to the Proposed Scheme are set out below in Table 3.6.

**Table 3.6: NCPF Intervention and Objectives**

Interventions and Objectives	How the Proposed Scheme meets the Interventions and Objectives
<p><i>'We will pay special attention to integrating cycling and public transport (PT). As commuting distances are lengthening, the importance of combining the bicycle with the bus, tram or train grows. We will provide state-of-the-art cycling parking at all appropriate PT interchanges and stops.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bus Infrastructure as well as cycle and pedestrian infrastructure largely run in parallel proximate to each other which improves the potential for interchange between the modes.</p> <p>Furthermore, bus stops will include bike parking where possible to encourage integration between modes.</p>
<p><i>Objective 2: 'Ensure that the urban road infrastructure is designed/retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly'</i></p>	<p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p>
<p><i>Objective 8: 'Ensure proper integration between cycling and public transport' will assist in increasing the uptake in cycling across the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide improved travel times, and combined with increased services, will promote an efficient, reliable and frequent public transport service as well as provide the advantage of segregated cycling facilities along the Proposed Scheme corridor in both directions. Also, as set out above, bus stops will include bike parking where possible to encourage / facilitate interchange between modes.</p>

The NTA's Canal Cordon Count measures the number of trips into Dublin City Centre on a typical morning in November of each year. Data is collected for all common modes of transport including walking and cycling. Transport Trends 2020 (DoT 2021a) states that data for 2019 shows an increase in the number of cyclists recorded entering the city to 13,131, up from 12,227 in 2018. It should be noted that the 2019 data represents the last Canal Cordon Count dataset prior to the effects of the COVID-19 pandemic on travel patterns and volumes entering Dublin City Centre.

### 3.5.7.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a 'safer mode' of travel. The Proposed Scheme will contribute to improved road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure along the route. The Proposed Scheme provides for significant additional segregation between active travel users and the public road to help enhance safety. In addition, the Proposed Scheme provides cycle parking adjacent to bus stops to encourage interchange between bus and cycle modes in accordance with the objectives of the NCPF.

### 3.5.8 Road Safety Strategy 2021 – 2030

The Road Safety Strategy 2021 - 2030 (hereafter referred to as the Road Safety Strategy) (Road Safety Authority (RSA 2021)), works towards achieving 'Vision Zero' which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The Road Safety Strategy 'involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.'

The Road Safety Strategy acknowledges that:

*'The promotion and increased uptake of public transport can greatly contribute to fatality and serious injury reductions over the course of the 2021-2023 strategy'. It continues 'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's*

*climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.'*

A key action of Phase 1 of the Road Safety Strategy during the 2021 to 2025 period is to 'construct 1,000km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages'.

### 3.5.8.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a 'safer mode' of travel. The Proposed Scheme will contribute to improved road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure along the route. The Proposed Scheme provides for significant additional segregation between active travel users and the public road to help enhance safety.

## 3.5.9 Climate Action and Low Carbon Development (Amendment) Act 2021

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Government of Ireland 2021c) sets out the central objective relating to emission reductions. It legally binds Ireland to have net-zero emissions no later than 2050 and to a 51% reduction in emissions by the end of the decade (2030), against a base of 2018 emissions. The Act sets out the following:

*'The first two carbon budgets proposed by the Advisory Council shall provide for a reduction in greenhouse gas emissions such that the total amount of annual greenhouse gas emissions in the year ending on 31 December 2030 is 51 per cent less than the annual greenhouse gas emissions reported for the year ending on 31 December 2018, as set out in the national greenhouse gas emissions inventory prepared by the Agency.'*

### 3.5.9.1 Proposed Scheme Response

The implementation of the Proposed Scheme will deliver transport infrastructure required to support a significant shift towards sustainable transport options that will in turn support the targets set out in the Climate Action and Low Carbon Development (Amendment) Act 2021.

## 3.5.10 Climate Action Plan 2021

The Climate Action Plan 2021 (Government of Ireland 2021b) sets out at a National level how Ireland is to halve its emissions by 2030 (51% reduction) and reach net zero no later than 2050. The Climate Action Plan is a road map to delivering Ireland's climate ambition. There are 475 actions identified that extend to all sectors of the economy aiming to transform Ireland into a low carbon nation over the next three decades.

In regard to modal shift the Climate Action Plan 2021 sets out that:

*'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a **modal shift** to transport modes with lower energy consumption (e.g. public and active transport)'. (emphasis added).*

Promoting more sustainable travel modes is seen as critical for climate policy. It offers an opportunity to 'improve our health, boost the quality of our lives, meet the need of our growing urban centres and connects our rural, urban and suburban communities'.

The key targets to meet the emissions reduction include:

- 'Provide for an additional 500,000 daily public transport and active travel journeys';
- 'Develop the required infrastructural, regulatory, engagement, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies'; and

- *'Reduce ICE <sup>1</sup>kilometres by c. 10% compared to present day levels'*.

ICE reduction measures include:

- *'Reallocating road space from the private car to prioritise walking, cycling and public transport'*;
- *'Enhancing permeability for active travel'*; and
- *'Delivering safer walking and cycling routes to encourage greater uptake of active transport.'*

BusConnects is referenced as a major transport project that will help to deliver the 500,000 additional sustainable journeys. A key goal of the plan is to provide citizens with reliable and realistic sustainable transport options. The Climate Action Plan further states:

*'The new approach to public transport will be based on a vision of an integrated public transport network, enabling short, medium and long distance trips for people in every part of Ireland. This will mean increasing the frequency of existing rail and bus services and expanding the road network through the Connecting Ireland approach.'*

Table 3.7 describes the Actions and how the Proposed Scheme meets the specific action.

**Table 3.7: Climate Action Plan Transport Actions**

Action Number	Action	How the Proposed Scheme meets the Action
225	<i>'Continue the improvement and expansion of the Active Travel and Greenway Network'</i>	The Proposed Scheme will promote active travel through the provision of enhanced cycle and pedestrian infrastructure.
227	<i>'Construct an additional 1,000km of cycling and walking infrastructure'</i>	The Proposed Scheme aligns with the action as it will provide segregated cycling facilities along the Proposed Scheme in both directions.
228	<i>'Encourage an increased level of modal shift towards Active travel (walking and cycling) and away from private car use'</i>	The Proposed Scheme will provide the infrastructure required to promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan.
233	<i>'Commence delivery of BusConnects Network Redesign Dublin'</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
235	<i>'Commence delivery of BusConnects Core Bus Corridor Infrastructure Works'</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
256	<i>'Deliver sustainable bus priority measures on the National Road Network'</i>	The Proposed Scheme will provide the infrastructure required to increase bus priority which is a key action of the plan. The Proposed Scheme includes the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

### 3.5.10.1 Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to provide sustainable transport options that will support the key actions set out in the Climate Action Plan 2021. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift.

<sup>1</sup> Internal Combustion Engine

BusConnects will support the delivery of an efficient low carbon and climate resilient public transport service, contributing to emission reduction target achievement. BusConnects will contribute to Ireland’s journey to a low carbon / carbon neutral, energy efficient and reliable transport system which aligns with Government net zero policy commitments and enable customers to make sustainable choices.

Acknowledging that various policy initiatives are required to deliver national targets that are aligned to the Paris Agreement, BusConnects can facilitate services that are beneficial to communities. While mandated reductions are not required at an individual scheme level, carbon must be invested wisely. EIAR Chapter 8 (Climate) contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

### 3.5.11 Climate Action Plan 2023

The Climate Action Plan (CAP) 2023 (Government of Ireland 2023) is the second update to Ireland’s CAP 2019 and was launched on the 21<sup>st</sup> December 2022. The 2023 CAP sets out the sectoral emissions ceilings and the implementation of carbon budgets. The CAP is a roadmap to deliver a halving of Ireland’s emissions by 2030.

The transport sector has an aim of a 50% reduction in emissions by 2030. The ‘Avoid’ (reduce or avoid the need for travel – land use planning), ‘Shift’ (Shift to more environmentally friendly modes – public transport, active travel), ‘Improve’ (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets. CAP 2021 targets have been updated to include ‘a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share’

Section 15.2.2 ‘Recalibration of the Decarbonisation Pathway for Transport’ states that the NTA Modelling team revalidated and recalibrated the decarbonisation pathway for CAP21. It goes on to say that this exercise ‘identified additional measures to delivering 50% emissions abatement by 2030.’ It further outlines that: ‘The range of measures modelled includes known public transport schemes as set out in the National Development Plan (NDP); (inter alia) further acceleration of road space reallocation towards public and active travel modes; car-free urban centres’.

Section 15.3.3 ‘Avoid and Shift’ sets out the following:

*‘Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD’s Redesigning Ireland’s Transport for Net Zero report.’*

Section 15.3.3 ‘Shift’ outlines the following in regard to ‘Major Public Transport Infrastructure Programme’:

*‘Key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area’s DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems.’*

Table 15.7 ‘Key Actions to Deliver Abatement in Transport for the Period 2023-2025’ includes under the measure ‘Major Public Transport Infrastructure Programme’ and the heading ‘Shift’ (inter alia) ‘Advance BusConnects programme in 5 cities’ under the actions for 2023, 2024 and 2025.

Table 3.8 below sets out relevant Actions and how the Proposed Scheme is in line with same.

**Table 3.8: Climate Action Plan 2023 Transport Actions**

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/27	<i>Pedestrian enhancement plans developed for five metropolitan areas</i>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.



Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/29	<i>Advance roll-out of 1,000 km walking/cycling infrastructure</i>	The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.  The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.
TR/23/35	<i>Advance BusConnects programme in 5 cities</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.

### 3.5.11.1 Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to deliver sustainable transport options that will support the key actions set out in the Climate Action Plan 2023. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating modal shift. It is clear that the targets set out within CAP 2023 are closely linked to the delivery of key transport infrastructure projects, such as the BusConnects Programme and therefore the Proposed Scheme.

### 3.5.12 Programme for Government – Our Shared Future 2020

The Programme for Government – Our Shared Future 2020 (hereafter referred to as the Programme for Government) (Government of Ireland 2020) sets out the Government's plan for the next five years. It sets out to, 'Develop and implement existing strategies for our cities such as 'the greater Dublin Area Transport Strategy'. The key objectives of the programme include:

- 'Address pinch points for buses and expand priority signaling for buses and real time information; and
- Give greater priority to bus services by expanding quality bus corridors and consider the introduction of Bus Rapid Transport services.'

Specifically, in regard to BusConnects, the Programme for Government states it will also 'prioritise plans for the delivery of...BusConnects in Dublin'.

#### 3.5.12.1 Proposed Scheme Response

The BusConnects Programme, with the Proposed Scheme forming an important part, continues to be identified as a key project to help deliver Ireland's long-term growth aspirations and climate commitments. The Proposed Scheme is to be delivered as part of the Programme for Government (Government of Ireland 2020) and fully complies with the key objectives of same.

### 3.5.13 Building on Recovery: Infrastructure and Capital Investment 2016 – 2021

The Building on Recovery: Infrastructure and Capital Investment Plan (Department of Public Expenditure and Reform 2015) (hereafter referred to as the Capital Plan) was published by the Department of Public Expenditure and Reform in September 2015. It presented the findings of a Government-wide review of infrastructure and capital investment policy and outlined the Government's commitment to ensuring that the country's stock of infrastructure is capable of facilitating economic growth.

This report identifies the need to improve public transport facilities noting:

*'It is therefore essential that road, rail and public transport networks are developed and maintained to the standard required to ensure the safe and efficient movement of people and freight. In addition, getting people out of cars and onto public transport has a key role to play in reducing Ireland's carbon emissions, by providing a viable, less polluting alternative to car and road transport for many journeys.'*

The transport capital allocation in this Capital Plan is largely framed by the recommendations and priorities set out in the 2015 DTTAS Strategic Investment Framework for Land Transport (DTTAS 2015), which centre on:

- Maintaining and renewing the strategically important elements of the existing land transport system;
- Addressing urban congestion; and
- Maximising the contribution of land transport networks to our national development.

The Capital Plan incorporates the following key objectives relevant to this Proposed Scheme:

- €3.6 billion of Public Transport Investment including further upgrading of Quality Bus Corridors.

### 3.5.13.1 Proposed Scheme Response

The Proposed Scheme is supported by these recommendations, priorities and objectives as set out in the Strategic Investment Framework for Land Transport (DTTAS 2015), and the Capital Plan. The Proposed Scheme is a significant investment in the improvement of public transport facilities including bus, cycle and pedestrian network enhancements and extensions.

### 3.5.14 The Sustainable Development Goals National Implementation Plan 2022 – 2024

The UN’s 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2022 - 2024 (DCCAE 2022) is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs).

Ireland’s Second National SDG National Implementation Plan also sets out 5 strategic objectives to further develop SDG implementation over the duration of the second SDG National Implementation Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 3.9.

**Table 3.9: SDGs and Targets aligned with the Proposed Scheme**

<b>Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</b>	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.
<b>Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable</b>	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

### 3.5.14.1 Proposed Scheme Response

The Proposed Scheme supports the goals and targets set out in Ireland’s Second National Sustainable Development Goals National Implementation Plan as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.

### 3.5.15 Investing in Our Transport Future – Strategic Investment Framework for Land Transport 2015

Investing in Our Transport Future – Strategic Investment Framework for Land Transport (DTTAS 2015) (hereafter referred to as SIFLT) sets out the priorities to guide the allocation of future investment to develop and manage Ireland’s transport network. It establishes:

- *‘High level priorities for future investment in land transport; and*
- *Key principles, reflective of those priorities, to which transport investment proposals will be required to adhere’.*

Addressing urban congestion and maximising the contribution of land transport networks to our national development are key priorities of the SIFLT Measures, including:

- *'Improved and expanded public transport capacity'*;
- *'Improved and expanded walking and cycling infrastructure'*; and
- *'Support identified national and regional spatial planning priorities'*.

The key principles for land transport investment proposals are:

- *'The foremost priority for land transport funding should be the maintenance and renewal of identified strategically important elements of the existing land transport system, so as to protect earlier investment and maintain essential functioning'*;
- *'The second key priority for future investment involves measures to address current and future urban congestion including, in particular, improved public transport and additional transport capacity, better and additional walking and cycling infrastructure, improving efficiency and increased use of Intelligent Transport Systems'*; and
- *'To receive funding, transport projects must be implemented in conjunction with the implementation of supportive national and regional spatial planning policies, along with other demand management measures where appropriate'*.

The SIFLT states *'the overall outcomes of transport investment, as governed by these principles, should maintain and improve the quality of life of citizens and be consistent with environmental, climate and biodiversity objectives, imperatives and obligations, including those arising from the EU Habitats Directive'*.

#### **3.5.15.1 Proposed Scheme Response**

The Proposed Scheme is supported by the 'priorities' set out by the SIFLT (DTTAS 2015) as the infrastructure will support the improvement and expansion of public transport capacity and provide significantly improved facilities for active travel. The Proposed Scheme will improve the efficiency of public transport and encourage mode shift through delivering journey time savings and reliability on the corridor.

## **3.6 Regional Policy**

### **3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035**

The Greater Dublin Area (GDA) Transport Strategy (NTA 2016) was prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The GDA Transport Strategy (NTA 2016) has recently (January 2023) been superseded by the GDA Transport Strategy 2022 -2042 however, it has been kept within this report to provide context and due to the fact that numerous other 'live' Plans and Strategies reference this Strategy.

The GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

The GDA Transport Strategy sets out the necessary transport provision, for the period up to 2035, to achieve the above objective for the region.

As part of the GDA Transport Strategy the Core Bus Network is to be developed to achieve a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan area. This is to be achieved through enhanced bus lane provisions and the removal of delays along the routes to enable the bus to provide a faster mode of transport than the private car along these routes.

The GDA Transport Strategy highlights Core Radial Bus Networks under the heading *'Bus Infrastructure'* and sets out that:

*'In order to ensure an efficient, reliable, and effective bus system, it is intended, as part of the Strategy, to develop the Core Bus Network to achieve, as far as practicable, continuous priority for bus movement on the portions of the Core Bus Network within the Metropolitan Area. This will mean enhanced bus*



*lane provision on these corridors, removing current delays on the bus network in the relevant locations and enabling the bus to provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative for road users. It will also make the overall bus system more efficient, as faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.'*

Section 5.6 of the GDA Transport Strategy sets out cycle policy in the GDA. The routes identified in the GDA Transport Strategy are those established in the Greater Dublin Area Cycle Network Plan (NTA 2013).

The provisions of the GDA Transport Strategy (including bus-based transport modes) were evaluated for potential significant effects, and measures integrated into the Strategy on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated.

The GDA Transport Strategy 2022- 2042 (NTA 2022) has been published, this is reviewed in section 3.6.3 below.

### **3.6.1.1 Proposed Scheme Response**

The need for the Proposed Scheme is supported by the GDA Transport Strategy 2016 - 2035 (NTA 2016) as it will provide infrastructure required to facilitate *'a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan area.'* The Proposed Scheme will realise the objectives of that GDA Transport Strategy by providing the enhanced bus lanes, removing 'bottlenecks' and making the bus a faster option to commuters than car-based transport.

### **3.6.2 GDA Transport Strategy Integrated Implementation Plan 2019 – 2024**

The NTA is required to prepare a series of 'Integrated Implementation Plans' (for the GDA Transport Strategy) (NTA 2016) under Section 13(1) of the Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019) was published in December 2019. An SEA and AA was prepared as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise *'inter alia'*;

- An infrastructure investment programme, identifying the key objectives and outputs to be pursued by the Authority over the period of the Plan; and
- The actions to be taken by the Authority to ensure the effective integration of public transport infrastructure over the period of the Plan.

The 2019 Implementation Plan was prepared to be aligned with the Government's review on capital spending. As such, the 2019 Implementation Plan identifies the key objectives and outputs to be followed by the NTA within the corresponding period of the NDP (Government of Ireland 2018a) and the actions to be taken to ensure effective integration of public transport infrastructure. The key objectives of the 2019 Implementation Plan include to:

- *'Provide a well-designed and effective bus network that optimises routes and services to meet passenger demand;*
- *Ensure the efficient use of available resources in delivering bus services;*
- *Seek to reduce overall journey times and improve the reliability of bus services;*
- *Improve service patterns by enhancing services in off-peak periods, in the evenings, and at weekends. 24-hour bus services will be introduced on key cross-city corridors in Dublin;*
- *Develop greater interchange with other transport modes;'*
- *'Provide an attractive, comfortable, clean, accessible and modern bus fleet';*
- *'Improve the environmental performance of the bus fleet'; and*
- *'Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable'.*

The Implementation Plan also sets out under the heading 'Strategic Framework for Investment in Land Transport' that:

*'it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes in the city. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated as far as practicable from other traffic. The cycling infrastructure delivered under this programme will form the core of the region's cycling network and deliver a radical step change in cycling facilities.'*

The background to the 2019 Implementation Plan was Ireland's continuing emergence from the severe economic recession experienced for a period from 2008 onwards. The 2019 Implementation Plan acknowledged the strong growth in the economy in the years leading up to 2019, with more and more people at work and the number of visitors to the country at record levels. However, alongside the recovery, there were growing challenges identified, with traffic and transport among the key issues facing the Dublin region.

Congestion was identified in the 2019 Implementation Plan as being one of the most significant challenges facing the State. To plan for significant population growth, and associated economic, social, cultural and recreational activity, it is necessary to provide a transport system that not only addresses this challenge but supports and fosters further sustainable development.

The 2019 Implementation Plan recognised the significance of the need for action to reduce the use of fossil fuels and diminish the generation of greenhouse gases. Transport, as a major producer of greenhouse gases, requires transformation to contribute to the achievement of these objectives.

The NTA therefore seeks to ensure primacy for transport options which provide for unit reductions in carbon emissions. This can most effectively be done by improving public transport, walking and cycling infrastructure that can lead to reduced car use dependence in circumstances where alternative options are available.

The overall findings of the SEA of the plan, concluded that the 2019 Implementation Plan will facilitate a mode shift away from the private car to public transport, walking and cycling and associated positive effects.

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement.

### **3.6.2.1 Proposed Scheme Response**

The Proposed Scheme is supported by the 2019 Implementation Plan's stated aim to *'overhaul the current bus system in the Dublin region by (inter alia):*

- *'Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable'.*

The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the Implementation Plan.

### **3.6.3 Greater Dublin Area Transport Strategy 2022 – 2042**

The Transport Strategy for the Greater Dublin Area 2022-2042 (NTA 2022) (hereafter described as the GDATS) was published for consultation on the 9 November 2021 and has been prepared in accordance with Section 12 of the Dublin Transport Authority Act 2008 (as amended). It was adopted in January 2023 and replaces the previous Transport Strategy for the Greater Dublin Area 2016-2035. Under the Dublin Transport Authority Act 2008, the NTA must review its Transport Strategy every six years. The GDATS is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the strategy is *'To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy'*. A key focus of the strategy is to enable increased use of other transport modes to meet

environmental, economic and social objectives related to emissions, congestion and car dependency. It sets a clear direction towards a 50% reduction in CO<sub>2</sub> emissions within the GDA area by 2030.

Section 1 'Introduction' reaffirms that '*Investment in bus priority and bus service improvements – BusConnects Dublin*' is a '*Major Project provided for in the strategy*'.

The NTA priorities are set out, as follows:

1. 'Priority 1. '*Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes*';
2. Priority 2. '*Promote the use of more sustainable modes of transport*'; and
3. Priority 3. '*Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.*'

The Strategy includes four objectives, as follows:

1. An enhanced natural and built environment – '*To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.*';
2. Connected communities and better quality of life – '*To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.*';
3. A strong sustainable Economy – '*To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.*'; and
4. An Inclusive Transport System – '*To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.*'

Similar to the approach adopted under the CAP 2023, as set out further above, the GDATS references the 'Avoid', 'Shift' and 'Improve' concept/principles in integrated land use and transport planning and the measures within the GDATS have been categorised under these three headings / themes.

The GDATS sets out the progress made on the previous GDATS which includes under section 2.3 'Bus' the commencement of BusConnects Dublin '*the largest ever investment programme*' in the NTA bus network. Specific reference is made in section 2.7 'Forthcoming Schemes' to the first tranche of planning applications for the BusConnects Dublin Core Bus Corridors having been lodged with An Bord Pleanála and that further applications are to follow. It also states that '*BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024.*'

Section 9.3 'International Gateways' comments that: '*This strategy incorporates MetroLink, BusConnects Dublin and demand management measures which will enhance and protect essential access to Dublin Airport, and ensure that it will operate in a sustainable fashion in terms of landside transport.*'

Section 9.4 'Design and Planning of Schemes' sets out: '*In designing and planning transport infrastructure schemes, it can be tempting for agencies, stakeholders and the public to focus on the one primary objective of the scheme, without giving due attention to the myriad other aspects which need to be considered and the wider benefits which may accrue. Examples of this include the step-change in the quality of the cycle network proposed as part of BusConnects Dublin*'

Section 9.5.2 'Major Interchange Facilities/Mobility Hubs' references that '*Under BusConnects Dublin, a number of interchanges are currently in development and as the DART+ and light rail projects currently being designed are progressed, additional facilities will be developed.*' It further comments that '*Dublin Airport also comprises a major interchange facility with multiple bus services converging at this location, as well as a major taxi facility. This interchange will be enhanced through the delivery of MetroLink and improved local and orbital bus services as part of BusConnects.*' It continues at section 9.5.3 in regard to 'Other Interchanges' that '*With the introduction of significantly enhanced orbital bus services as part of BusConnects Dublin, it is anticipated that the role of interchange will increase.*'

GDATS considers the road user hierarchy to encourage the use of sustainable transport. The pedestrian is placed at the top of the hierarchy. Due to the larger number of users that can use public transport, it needs to be prioritised over the private car in the design of the transport networks.

In addition to the above, under the heading ‘*Metropolitan Area Strategic Plan*’ this makes reference to a selection of enabling transport infrastructure including (inter alia); ‘*City Centre Area within the M50*’.

The GDATS sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.10 below.

**Table 3.10: GDA Transport Strategy 2022 – 2042 Measures**

Measure Number	Measure	How the Proposed Scheme meets the Measure
<i>PLAN2 – The Road User Hierarchy</i>	<i>The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.’</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>PLAN14 - Urban Design in Major Infrastructure Projects</i>	<i>‘The NTA will incorporate a high standard of urban design and placemaking, taking into account architectural heritage, into the planning and design of all major public transport infrastructure schemes, and will consider how greater biodiversity can be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape. As part of the Proposed Scheme public realm improvements are proposed at several locations. For example, the Drumcondra Road Upper shopping parade is identified as a local enhancement opportunity to improve the image of the public realm, this includes footway enhancements and upgrades to the parking bays. Similarly, the area in front of The Comet in Santry is proposed to have surface treatment enhancements and de-cluttering and reorganising of the street furniture.  All the plants and trees selected will be native species, appropriate to the location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
<i>Measure PLAN15 – Urban Design in Walking and Cycling Projects</i>	<i>‘In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities.  Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.

Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure PLAN16 – Reallocation of Road Space	<i>‘The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.’</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.
Measure INT3 – Integration of all Modes in Transport Schemes	<i>‘It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.’</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
Measure INT6 - Interchange	<i>‘It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.’</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. These include: <ul style="list-style-type: none"> <li>• Drumcondra DART station;</li> <li>• Existing and future Dublin Bus services at numerous locations along the route;</li> <li>• Future bus service proposals including Spine A associated with the New Dublin Area Bus Network;</li> <li>• MetroLink high-frequency rail line running from Swords to Charlemont linking Dublin Airport, Irish Rail, DART and Luas services;</li> <li>• Greater Dublin Area Cycle Network Plan (GDACNP);</li> <li>• Future public transport proposals such as DART Plus scheme at Drumcondra;</li> <li>• Interface with New Dublin Area Bus Network;</li> <li>• Griffith Avenue Protected Cycle Lane Scheme;</li> <li>• Santry River Greenway; and</li> <li>• Royal Canal Greenway.</li> </ul>
Measure INT19 – Travelling at Night	<i>‘The NTA will work with transport operators, local authorities and An Gard Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops, assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes, and to reduce anti-social behaviour around stops and stations.’</i>	The Proposed Scheme has considered security and safety in its design, and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting. In addition to public lighting, it is proposed to install traffic monitoring cameras at key locations to enable the monitoring of traffic flows along the Proposed Scheme and provide rapid identification of any events that are causing, or are likely to cause, disruption to bus services on the route and to road users in general.



Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure INT20 – Accessible Infrastructure	<i>‘During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users, and that additional resources for the maintenance and repair of lifts are made available.’</i>	The Proposed Scheme has been designed to include: <ul style="list-style-type: none"> <li>More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul>
Measure INT25 – Construction Management	<i>The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of disruption to the transport system and to wider activity throughout the region will be minimized, and that up-to-date travel information is provided during the construction of transport infrastructure projects.</i>	The Construction Travel Management Plan (CTMP) of the Proposed Scheme will help to ensure that disruption is minimised, with access to houses and businesses maintained.
Measure WALK2 – Improved Footpaths	<i>The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter.</i>  <i>Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.</i>	Along the Proposed Scheme improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians.
Measure WALK4 – Improved Junctions	<i>‘The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i>  <i>• To enhance safety at junctions, a programme of “narrowing” junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and</i>  <i>• To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signaling changes to better balance the use of the junction between motorised and vulnerable modes, and in urban areas, junctions will be designed so as footpaths on side roads will be carried through at-grade, where practicable and safe to do so.’</i>	The Proposed Scheme provides infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes, where possible.  The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
Measure WALK9 – Disabled People	<i>‘Local authorities in the GDA and the NTA will take full account of disabled people and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing</i>	A Disability Audit of the existing environment and proposed draft preliminary design for the corridor was undertaken. The Audit provided a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice. The Audit was



Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</i>	<p>undertaken in the early design stages with the view to implementing any key measures identified as part of the design development process. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> <li>• The interaction between pedestrians, cyclists, and buses at bus stops. The Proposed Scheme has prioritised the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes; and</li> <li>• Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.</li> </ul>
<i>Measure CYC1 – GDA Cycle Network</i>	<i>'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle track will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys.
<i>Measure CYC5 – Cycle Parking</i>	<i>It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.</i>	Cycle parking is provided in a number of locations throughout the Proposed Scheme such as at some bus stop locations, where space is available.
<i>Measure CYC14 – Supporting Measures for Cycling</i>	<i>'The NTA will monitor new developments related to supporting measures for cycling including emerging technologies, infrastructure, policies and programmes, with a view to their implementation in the GDA.'</i>	The Proposed Scheme has been designed in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.
<i>Measure PT2 – Climate Proofing New Public Transport Infrastructure</i>	<i>'The NTA will ensure that all new public transport infrastructure is proofed for resilience against the potential impacts arising from climate change.'</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide

Measure Number	Measure	How the Proposed Scheme meets the Measure
		sufficient storage to ensure no increase in existing runoff rates.
Measure BUS1 – Core Bus Corridor Programme	<i>‘Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.’</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the Greater Dublin Area.
Measure BUS12 – New Bus Stops and Shelters	<i>‘It is the intention of the NTA to continue to roll-out the programme of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.’</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.
Measure ROAD13 – Roadspace Reallocation	<i>‘The local authorities and the NTA will implement programme of roadspace reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</i> <ul style="list-style-type: none"> <li>• <i>Providing sufficient capacity for sustainable modes;</i></li> <li>• <i>Improving safety for pedestrians and cyclists; and</i></li> <li>• <i>Encouraging mode shift from the private car and reducing emissions’</i></li> </ul>	The Proposed Scheme reallocates road space for bus priority and cycling infrastructure. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.
Measure TM2 – Management of Urban Centres	<i>‘The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.’</i>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p>
MEASURE CLIMATE3	<i>Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO2 emissions from transport in the GDA to below 1 MtCO2eq by 2042.</i>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by</p>

Measure Number	Measure	How the Proposed Scheme meets the Measure
		walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.

The revised GDA Cycle Network Plan forms part of the GDATS (see Section 3.6.6 Greater Dublin Area Cycle Network Plan (GDACNP) 2013 below).

The GDATS Cycle Network Plan aims to:

- Increase cycle mode share to 12% by 2042;
- Provide 322km of Primary Cycle network;
- Include 1,060km of Secondary Cycle Network; and
- Promote an additional 450,000 daily cycling trips.

### 3.6.3.1 Proposed Scheme Response

The GDATS puts the delivery of Dublin BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver.

### 3.6.4 Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 - 2031

The principal purpose of the Eastern and Midland Regional Assembly (EMRA) Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031 (hereafter referred to as RSES) (EMRA 2019a) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Region. An SEA and AA were carried out prior to the adoption of the Strategy.

The RSES represents the Regional tier for planning policy and provides a vision: a spatial plan and investment framework to shape future development of the Eastern and Midland Region to the year 2031. There are also Sub-Regional planning functions: Strategic Planning Areas. The RSES was formally adopted in June 2019 by EMRA and replaces the previous Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 (Regional Planning Guidelines Office 2010).

The RSES provides key environmental, economic, and social principles for the region. These principles are:

- Healthy Placemaking – to create healthy and attractive places to live, work and study;
- Climate Action – to enhance climate resilience and accelerate a transition to a low carbon economy; and
- Economic Opportunity – to create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

The RSES develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the United Nations SDGs (UN 2015), EU thematic objectives (EU 2014) and the NPF (Government of Ireland 2018b).

The RSOs relevant to the Proposed Scheme and the principles to which each is aligned, are:

- Number 2 - Compact Growth and Urban Regeneration - 'Healthy Placemaking';
- Number 4 - Healthy Communities - 'Healthy Placemaking';
- Number 6 - Integrated Transport and Land Use - 'Climate Change';
- Number 9 - Support the Transition to Low Carbon and Clean Energy - 'Climate Change';
- Number 14 - Global City Region - 'Economic Opportunity'; and
- Number 15 – Enhanced Strategic Connectivity - 'Economic Opportunity'.

In the RSES, the policy responses are known as Regional Policy Objectives (RPOs). Those RPOs that relate to the Proposed Scheme are as follows:

*'RPO4.2: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded.'*

The Dublin Metropolitan Area Strategic Plan (hereafter referred to as the Dublin MASP) (EMRA 2019b) is contained within the RSES and identifies the strategic planning and investment framework to enable growth. The Dublin MASP is aligned with the RSOs in the RSES to support integrated transport and land use. The vision for the MASP is, as follows:

*'Over the years to 2031 and with a 2040 horizon, the Dublin metropolitan area will build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.'*

To achieve the vision, the Dublin MASP sets Guiding Principles. Those most relevant to the Proposed Scheme are set out below.

*'Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target to 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.'*

*'Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks' (emphasis added).*

*'Increased employment density in the right places – To plan for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and to relocate less intensive employment uses outside the M50 ring and existing built-up areas.'*

*'Alignment of growth with enabling infrastructure – To promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and wastewater, sustainable energy, waste management and resource efficiency.'*

*'Metropolitan Scale Amenities – To enhance provision of regional parks and strategic Green Infrastructure, to develop an integrated network of metropolitan scale amenities, and to develop greenways/blueways along the canals, rivers and coast, as part of the implementation of the National Transport Authority's Cycle Network Plan for the Greater Dublin Area.'*

A number of RPOs are relevant to the Proposed Scheme:

*'RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.'*

*'RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of*

*active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.'*

*'RPO 5.6: The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high-quality public transport corridors.'*

*'RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.'*

The Dublin MASP sets out a list of key transport infrastructure investments in the metropolitan area as supported by National policy.

*'RPO 8.7: To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use'*

*'RPO 8.9: The RSES supports delivery of the bus projects set out in Table 8.3 subject to the outcome of appropriate environmental assessment and the planning process'*

The bus projects include:

- *'Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin';*
- *'Regional Bus Corridors connecting the major regional settlements to Dublin';* and
- *'Improvements to bus waiting facilities.'*

The cycling objectives include:

- *'Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors';*
- *'Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna';* and
- *'Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects.'*

#### **3.6.4.1 Proposed Scheme Response**

The Proposed Scheme is supported by the RSES. BusConnects (of which the Proposed Scheme is a part) is identified as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midlands Region including the Dublin MASP area. The Proposed Scheme will support continued improved integration of transport with land use planning. The delivery of improved high-capacity Core Bus Corridors will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area. The dedicated bus lanes proposed will significantly increase bus travel speeds and reliability while the cycle lane infrastructure will promote modal shift from private car to a more sustainable forms of transport. The RSES not only seeks an improved and enhanced bus network but also places cycling at the core of its transport objectives.

#### **3.6.5 Greater Dublin Area Cycle Network Plan (GDACNP) 2013**

The NTA's GDACNP 2013 (NTA 2013) is a Regional level plan for an integrated cycle network across the seven Local Authorities comprising the GDA. It includes an Urban Network, Inter-Urban Network, and a Green Route Network for the GDA. A SEA and AA were carried out as part of the GDACNP. The context for the GDACNP is given as *'The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals.'*



The following are the networks identified in the GDACNP:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level':*
  - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic;*
  - *Secondary corridors links between the principal cycle routes and local zones; and*
  - *Feeder corridors are connections from zones to the network levels above and / or cycle routes within local zones.'*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port'; and*
- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.'*

### **3.6.5.1 Proposed Scheme Response**

The Proposed Scheme is supported by the GDACNP as it will provide infrastructure that will support and enhance cycling as a transport mode, including the delivery of infrastructure for specific routes identified as part of the cycle network plan.

### **3.6.6 Greater Dublin Area Cycle Network Plan 2022**

The 2013 Greater Dublin Area Cycle Network Plan (GDACNP) set out the investment for cycle infrastructure by the relevant agencies within the region. The revised GDACNP 2022 forms part of the GDA Transport Strategy (as adopted in January 2023) and is a component of the transport strategy.

The GDACNP 2022 comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' GDATS 2022-2042 contains relevant text related to the GDACNP 2022, the key aspects of which have been set out below.

The 2022 GDACNP is a review of the 2013 plan to ensure a fit for purpose cycle network for all users and trip types. The network comprises of the following routes:

- Primary;
- Secondary;
- Feeder;
- Greenway; and
- Inter-urban.

It aims for 322km of Primary cycle network, 1,060 Secondary cycle network and 954km of Greenway routes.

GDATS sets out Measure CYC1 - GDA Cycle Network which outlines the following:

*'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'*

Step 5 of 'developing the transport strategy' states that it seeks to:

*'Incorporate the GDA Cycle Network Plan, road schemes, park & ride plans and other infrastructure / service proposals'*

It is also outlined that a key growth enabler of GDATS includes:

*'Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors'*



### 3.6.6.1 Proposed Scheme Response

The GDACNP demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme forms part, will deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the GDACNP.

## 3.7 Local Policy Context

The Proposed Scheme is located within two local authority areas; Fingal County Council (FCC) and Dublin City Council (DCC). FCC encompasses the length of the route from Pinnock Hill to Airside Roundabout and Airside Roundabout to Northwood Avenue. DCC generally encompasses the length from the Northwood Avenue to Shantalla Road, Shantalla Road to Botanic Avenue and Botanic Avenue to Granby Row. The following considers the individual Local Authority policy and objectives.

### 3.7.1 Fingal Development Plan 2023 – 2029

The Fingal Development Plan 2023 – 2029 (hereafter referred to as the FDP 2023-2029) (FCC, 2023) was adopted on the 22<sup>nd</sup> February 2023 and came into effect on the 5<sup>th</sup> April 2023 with the exception of three sections which are subject to a Draft Ministerial Direction (hereafter referred to as the Draft Direction) by the Minister of State for Local Government and Planning. The sections are as follows;

1. *Land zoned General Employment in the adopted Plan to the east of M2 at Junction 2 at St Margaret's.*
  2. *Land unzoned from Food Park in the adopted Plan south of Coolquay village.*
  3. *Land unzoned from Rural Business in the adopted Plan to the south of Coolquay village.*
  4. *Land zoned General Employment in the adopted Plan to the south east of Junction 5 on the M1 at Courtlough which was zoned Rural in the Fingal County Development Plan 2017-2023.*
2. *Reinstate the Greenbelt zoning objective for lands PA SH 12.4 Newtown i.e. the subject lands revert to Greenbelt.*
  3. *Delete the additional text published in November 2022, Proposed Material Alterations, as Proposed Amendment, PA CH 8.1 and modified by Agenda Item FDP84/23, in relation to Noise Standards.*

At the time of writing, the above parts of the FDP 2023-2029 have not come into effect and the draft direction is on public display from the 18<sup>th</sup> of April until 2<sup>nd</sup> May 2023. The Draft Ministerial Direction has no impact on the Proposed Scheme. The Chief Executive will issue a Report on the submissions and recommendations received during this period to give effect to the Draft Direction.

The vision of the FDP 2023-2029 (FCC 2023) is *'to embrace healthy placemaking and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected.* A SEA, AA, NIS and SFRA were prepared as part of the FDP. The plan highlights the need to shift towards sustainable transport modes. It aims to facilitate this through designing the county's built environment to prioritise more sustainable travel options and promote the most carbon efficient modes.

A key transport objective of the plan is to:

*'to strengthen the integration of land-use and transport planning with a priority focus on increased provision of walking, cycling and public transport infrastructure. This Plan promotes an integrated and sustainable transport network that is inclusive and accessible for all.'*

The key transport policies of particular relevance to the Proposed Scheme are set out in Table 3.11.

**Table 3.11: FDP 2023-2029 Key Transport Policies**

<b>Policy/Objective</b>	<b>Transport Policies/Objectives (relevant to the Proposed Scheme)</b>	<b>How the Proposed Scheme meets the Policy/Objective</b>
<i>CMP1 Decarbonisation of Motorised Transport</i>	<i>Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>CMO1 – Transition to Sustainable Modes</i>	<i>Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA’s GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. BusConnects is the NTA’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
<i>CMO2 – Modal Shift</i>	<i>Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.</i>	The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure. The Proposed Scheme therefore aligns with this objective.
<i>CMP3 – Integrated Land-Use and Transport Approach</i>	<i>Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.</i>	The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system. The Proposed Scheme therefore aligns with this objective.
<i>CMP6 – Integrated Transport Network</i>	<i>Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA’s GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region.</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.  It will support the objectives in the NPF, RSES, GDA Transport Strategy NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.

Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
<p><i>CMP7 – Pedestrian and Cycling Network</i></p>	<p><i>Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies</i></p>	<p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians, it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme.</p> <p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible, for example, the Proposed Scheme will include public realm improvements at the Drumcondra Rail Station and Bridge area through de-cluttering the footways. The Dublin City University (DCU) area is proposed as a local area of enhancement with the proposed design including high-quality grey concrete slabs interspaced with darker grey linear bands of paving that continue along the DCU boundary to the west for visual continuity, while the area immediately north of the Santry River will be enhanced with new paving, a seating area and enhanced views of the river by existing vegetation being partially cleared.</p>
<p><i>CMP9 – Prioritisation of Pedestrians and Cyclists</i></p>	<p><i>Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.</p>
<p><i>Policy CMP10 – Bicycle Infrastructure</i></p>	<p><i>Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>

Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
<p><i>CMO6 – Improvements to the Pedestrian and Cyclist Environment</i></p>	<p><i>Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice.</i></p>	<p>The Proposed Scheme facilitates the development of a connected cycling network in the City by facilitating improved cycling facilities within the area. For example, the Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, improving connectivity to and from educational centres such as DCU St. Patrick’s Campus and Plunket College and providing an opportunity for integration with the proposed Griffith Avenue protected cycle lane scheme. The Proposed Scheme also integrates with the Santry Greenway at Northwood Avenue junction and the Tolka Greenway at Frank Flood Bridge contributing towards the development of a comprehensive cycling network for Dublin.</p> <p>The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Parking protected cycle tracks provide a buffer of 0.75m between the parking bays and the cycle track for example opposite DCU St. Patrick’s Campus in Drumcondra. Protected junctions provide physical kerb build-outs to protect cyclists through the junction for example at Cloghran Junction, Collins Avenue and Griffith Avenue.</p>
<p><i>Objective CMO7 – Integration of Active Travel with Public Transport</i></p>	<p><i>Work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul>
<p><i>CMO10 – Bicycle Parking</i></p>	<p><i>Provide publicly accessible high-quality cycle parking spaces, both standard bicycle spaces and nonstandard for adapted and cargo bikes, in town and village centres and key destinations and near the entrance to all publicly accessible buildings as required.</i></p>	<p>Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking, where possible, to assist with mode interchange between bike and bus.</p>

Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
<p><i>CMP12 – Public Realm</i></p>	<p><i>Support and facilitate the provision of high-quality and attractive public realm that is accessible for all with a focus on improving connectivity and permeability in accordance with best practice public realm and guidance documents.</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible, for example, the Proposed Scheme will include public realm improvements at the Drumcondra Rail Station and Bridge area through de-cluttering the footways. The DCU area is proposed as a local area of enhancement with the proposed design including high-quality grey concrete slabs interspaced with darker grey linear bands of paving that continue along the DCU boundary to the west for visual continuity, while the area immediately north of the Santry River will be enhanced with new paving, a seating area and enhanced views of the river by existing vegetation being partially cleared.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul>
<p><i>CMO17 – Existing Street Space and Active Travel</i></p>	<p><i>Review the potential for reassignment of existing street space for active travel modes within village and town centres across the County where appropriate during the lifetime of this Plan.</i></p>	<p>The Proposed Scheme reallocates existing road and pavement space to maximise its most efficient use. The re-use of this existing area is a key component that has informed the design of the Proposed Scheme.</p> <p>Opportunities have been sought to enhance the public realm and landscape design, where possible, for example, the Proposed Scheme will include public realm improvements at the Drumcondra Rail Station and Bridge area through de-cluttering the footways.</p>
<p><i>CMP13 – Accessible Pedestrian and Cyclist Environment</i></p>	<p><i>Promote and facilitate a network of pedestrian and cycle routes and public realm that is universally accessible for all ages and abilities in accordance with best accessibility practice.</i></p>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out in 2020. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes.</p>
<p><i>CMP16 – Personal and Shared Mobility Modes</i></p>	<p><i>Facilitate and support the use of personal mobility modes through the provision of adaptive infrastructure in line with relevant legislation and the expansion of shared mobility schemes throughout the County.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019</p>



Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
<p><i>Objective CMO19 – Optimising Accessibility for All</i></p>	<p><i>Support and facilitate improvements to the pedestrian and cycle network and public realm that prioritise the removal of barriers to active movement, to improve connectivity and permeability and optimise accessibility for all users</i></p>	<p>The Proposed Scheme facilitates the development of a connected cycling network in the City by facilitating improved cycling facilities within the area. For example, the Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, improving connectivity to and from educational centres such as DCU St. Patrick’s Campus and Plunket College and providing an opportunity for integration with the proposed Griffith Avenue protected cycle lane scheme. The Proposed Scheme also integrates with the Santry Greenway at Northwood Avenue junction and the Tolka Greenway at Frank Flood Bridge contributing towards the development of a comprehensive cycling network for Dublin. As part of the Proposed Scheme public realm improvements are proposed at several locations. For example, the Drumcondra Road Upper shopping parade is identified as a local enhancement opportunity to improve the image of the public realm, this includes footway enhancements and upgrades to the parking bays. Similarly, the area in front of The Comet in Santry is proposed to have surface treatment enhancements and de-cluttering and reorganising of the street furniture.</p>
<p><i>Policy CMP18 – Public Transport</i></p>	<p><i>Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p>
<p><i>CMO23 – Enabling Public Transport Projects</i></p>	<p><i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</i></p>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p><i>Objective CMO24 – NTA Strategy</i></p>	<p><i>Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p>



Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
CMO27 – Public Transport Routes	<i>Work with the NTA and other relevant national transport agencies to establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between key urban centres and outer suburban areas.</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
Objective CMO28 – Bus Connectivity	<i>Work with relevant national transport agencies to create bus connectivity between Dublin 15, including the Blanchardstown Centre and Dublin Airport/Swords.</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will enhance the interchange between the various modes of public transport operating in the City and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
Objective CMO29 – Integration of Public Transport Services and Development	<i>Work with the NTA, TII and other relevant national transport agencies to optimise accessibility to public transport, increase catchment and maximise permeability through the creation of highquality walking and cycling routes linking to public transport stops.</i>	The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.  The Proposed Scheme will facilitate the delivery of Primary Route 2A from the GDA Cycle Network. The Proposed Scheme will facilitate the delivery of secondary routes NO5, NO3, NO2, 3C and C8 from the GDA cycle network plan which connects the propose. Furthermore, the Proposed Scheme intersects with the Santry Greenway, the Royal Canal Greenway and the Tolka Greenway.
CMO30 – Cycling and Walking Links	<i>Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal.</i>	The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.  The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
CMP27 – Dublin Airport, Transportation, Surface Access and Freight	<i>Support the continued protection of the core transport function of Dublin Airport including measures to enhance surface access, public transport connections and strategic freight movements.</i>	The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.  It will enhance the interchange between the various modes of public transport operating in the City and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.

Policy/Objective	Transport Policies/Objectives (relevant to the Proposed Scheme)	How the Proposed Scheme meets the Policy/Objective
<i>CMP34 – Road and Street Design</i>	<i>Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.</i>	The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible.
<i>CMO45 – Design Manual for Urban Roads and Streets</i>	<p><i>Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS.</i></p> <ul style="list-style-type: none"> <li>• <i>Junctions will be designed with corner radii that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever possible.</i></li> <li>• <i>The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible.</i></li> </ul>	The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.

### 3.7.1.1 Proposed Scheme Response

The FDP 2023-2029 sets out an extensive number of policies and objectives relevant to the Proposed Scheme, those deemed relevant have been outlined in Table 1.1 of Appendix 1.

### 3.7.1.2 Zoning Objectives

The FDP 2023-2029 establishes a number of zoning objectives to regulate and manage future land uses within the council area. The FDP 2023-2029 zoning objectives are set out in Table 1.2 of Appendix 1 (Local Policy) of this Report.

Within the FDP 2023-2029, the following approach is taken to the uses permitted under each of the zoning objectives. Each land use zoning objective has a ‘supporting vision’ which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision.

### 3.7.1.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area where there is no specific zoning objective. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of temporary construction compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme is in line with the aims and objectives of the FDP 2023-2029.

### 3.7.1.4 Local Area Plans within the FDP Area Relevant to the Proposed Scheme

The following adopted Local Area Plans (LAPs) and Masterplans are relevant to the Proposed Scheme within the FDP 2023 – 2029 area.

**Table 3.12: FCC LAPs / Masterplan and Aspirational Plans**

	Reference / Section	Objective	Scheme Response
Fosterstown Masterplan 2019 Part C	Vision	<i>The vision for Fosterstown is to create a residential community that is mixed and balanced, and forms a clear nexus with the scale of commercial development anticipated on the nearby Barrysparks &amp; Crowscastle area. The Fosterstown lands have a unique opportunity to utilise the new connections that will emerge in Swords via the MetroLink station and Core Bus Corridor on the R132.</i>	The Proposed Scheme will help to facilitate this objective. The Proposed Scheme will enhance the streetscape through urban realm improvement and provide enhanced public transport and connection options in Swords.
	Transport and Movement	<i>The Masterplan seeks to facilitate strong pedestrian and cyclist connections, as well as strong connections to the town centre and public transport infrastructure</i>	The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.
		<i>Car dominance will be discouraged and active travel promoted</i>	The Proposed Scheme aligns with the objective as it will help to promote modal shift from private car to sustainable transport options. It enhances active travel networks along the Proposed Scheme by the extension and segregation of high quality cycles lanes reducing the dependency on private car use.
		<i>Pedestrian and cyclist connections have been incorporated to facilitate access to the Metro station and Swords Main Street.</i>	The Proposed Scheme will help facilitate access to the Metro Station and Swords Main Street through pedestrian and cycling connections.
		<i>Main vehicular access to the Masterplan lands will be achieved via the new Fosterstown Link Road from the R132 to the Forest Road. The detailed design of the Fosterstown Link Road and junction layout will be subject to consultation through the planning consent process</i>	The Proposed Scheme will help facilitate access to the Masterplan Lands via the new Fosterstown Link Road from the R132 to the Forest Road.
		<i>The Pinnock Hill Roundabout on the R132 will be upgraded to accommodate the new link road.</i>	The existing roundabout at Pinnock Hill will be modified to a fully signalised junction with pedestrian and cyclist facilities.
		<i>Ensure that pedestrian and cyclist facilities are designed in accordance with Section</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin

	Reference / Section	Objective	Scheme Response
		<i>5.8.3 of the NTA's Transport Strategy for the Greater Dublin Area 2016-2035</i>	Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
	Green Infrastructure	<i>Provide an east-west green corridor along the existing stream encompassing pedestrian and cyclist infrastructure, connecting from existing open space at Boromhe Birches to the west of the lands with the R132 to the east of the lands</i>	The Proposed Scheme will help facilitate access options at the Airside Junction.
	Phasing and Implementation: Phase 1 (Pre-Metrolink)	<p><i>Essential Infrastructure</i></p> <ul style="list-style-type: none"> <li><i>BusConnects service or similar enhanced bus service</i></li> <li><i>Pedestrian access to designated BusConnects (or similar) stops (required before commencement of Phase 2)</i></li> <li><i>Upgrade to Pinnock Hill roundabout (signalisation or similar)</i></li> <li><i>Fosterstown Link Road (new access road from the Forest Road to connect with the Pinnock Hill Roundabout)</i></li> <li><i>Realignment of Dublin Road to connect with Fosterstown Link Road, including pedestrian/ cyclist/ green infrastructure amenities</i></li> <li><i>Upgrade Pinnock Hill Roundabout and provide improved links to Airside.</i></li> </ul> <p><i>Non-Essential Development (in the broader Swords area)</i></p> <ul style="list-style-type: none"> <li><i>Upgrade to the R132 in the form of footpaths, segregated cycle paths</i></li> </ul>	The Proposed Scheme is part of the overall BusConnects project which will provide the infrastructure required to provide an enhanced bus service. It will also include essential infrastructure upgrades throughout the Proposed Scheme corridor.
	Phasing and Implementation: Phase 2	<p><i>Essential Infrastructure</i></p> <ul style="list-style-type: none"> <li><i>R132 upgrade - replace existing roundabouts with signalised junctions (or similar)</i></li> <li><i>R132 upgrade - segregated cycle lanes</i></li> </ul>	Two roundabouts are to be converted to signalised junctions as part of the Proposed Scheme, these include: <ul style="list-style-type: none"> <li>Pinnock Hill Roundabout; and</li> <li>Cloghran Roundabout.</li> </ul>
	A Connected Place	<i>The presence of the Fosterstown Metro Station, as well as the upcoming BusConnects project, presents a unique opportunity to create a community with excellent public transport links and reduced reliance on the private car."</i>	The Proposed Scheme, which is part of the BusConnects project, will provide the transport infrastructure necessary to support sustainable transport options. Enhanced sustainable transport options with greater accessibility to same will

	Reference / Section	Objective	Scheme Response
			encourage a modal shift from the private car.
Overarching Swords Masterplan Part A 2019	General Comments - Workforce	<i>The improved connectivity for Swords via the MetroLink and BusConnects services, is also likely to further diversify the employment population and therefore, diversify the skills that are accessible in the area.</i>	The Proposed Scheme will deliver Dublin BusConnects Swords Core Bus Corridor and improve connectivity for Swords. This will lead to further benefits in regard to making Swords more attractive to the employment population and diversification of skills in the area.
	General Comments – Strategic Commercial Competitive Advantage	<i>Combined with high quality residential development and strong transport connections in the form of MetroLink and BusConnects, the Masterplan areas will be capable of attracting top-tier employers and playing a key role in the economic life of the Region</i>	The Proposed Scheme will deliver the BusConnects Swords Core Bus Corridor and provide 'strong transport connections' through enhancing infrastructure to support sustainable transport options.
	General Comments – Planning Assets	<i>High frequency bus service operating from Swords to Dublin City Centre, interfacing with MetroLink at Pinnock Hill Roundabout</i>	The infrastructure will provide improved travel times that will promote an efficient, reliable and frequent public transport service.
	General Comments - BusConnects	<i>BusConnects is a public transport improvement programme that aims to overhaul the national urban bus system. As part of the draft Dublin Area Bus Network Redesign, a number of new routes are proposed for Swords, with the aim to provide more frequent and efficient networks and increased bus services. A number of services are proposed to run every 10-15 minutes, providing high frequency all-day services through Swords. Additionally, a Core Bus Corridor is proposed along the R132 Swords Road and the N1, to link Swords with the City Centre. The Core Bus Corridor will provide high-quality continuous bus lanes, segregated cycle lanes, and high-quality bus shelters</i>	The Proposed Scheme is the BusConnects Swords Core Bus Corridor along the R132 linking Swords to Dublin City Centre and will provide the envisaged 'high-quality continuous bus lanes, segregated cycle lanes, and high-quality bus shelters'.
Dublin Airport Central Masterplan 2016	Movement and Circulation Principles	<i>The provision of enhanced access by public transport to the Masterplan lands through the improvement of existing services and focusing the early phases of development close to the key public transport node the GTC, serving the airport</i>	The Proposed Scheme will provide enhanced public transport to the masterplan lands through improved bus infrastructure on roads in the vicinity of the airport.
	Objective MA1	<i>Promote best practice mobility management and travel planning via sustainable transport modes.</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the Permeability best practice guide as part of the project.
	Objective MA5	<i>To work with the NTA, other agencies and Dublin Airport to promote landuse planning measures which aim for transportation</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport



	Reference / Section	Objective	Scheme Response
		<i>efficiency, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the use of public transportation</i>	Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
	Transportation Policy	<i>The Development Plan policy on transportation, significantly determined by transportation policy at national level, emphasises improvements to the physical transportation infrastructure including rail and bus routes, increasing reliance on sustainable forms of transport including public transport, cycling and walking, and encouraging modal change from the dominant use of the private car to these alternative modes. The Masterplan lands are strategically located adjacent to Dublin Airport which, as outlined in greater detail in Chapter 3, is a location that is extremely well connected and served by a range of existing modes of transport, including the public road network and most particularly public and private bus services. Evidently, the Masterplan lands are uniquely positioned to maximise on these existing transport services and infrastructure</i>	The Proposed Scheme will bring about improvements to physical transportation infrastructure serving Dublin Airport. The enhanced bus, cycle and pedestrian infrastructure will make sustainable transport options more attractive and accessible to the public thereby encouraging a modal shift away from the private car.
Dublin Airport LAP 2020	Strategic Aims	<i>Support the continued sustainable growth of Dublin Airport and connectivity as a hub airport whilst ensuring protection of the environment.</i>	The Proposed Scheme will facilitate sustainable growth by delivering the transport infrastructure necessary to provide a high quality and more efficient and reliable public transport network.
	Growth and Connectivity	<i>Provide for the necessary airside and landside infrastructure to facilitate the projected increase in passengers over the life of the LAP whilst safeguarding for longer term growth.</i>	The Proposed Scheme will facilitate sustainable growth by delivering the transport infrastructure necessary to provide a high quality and more efficient and reliable public transport network.
	Climate Action Objective CA05	<i>Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.</i>	The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.
	Airport Infrastructure Objective EI01	<i>All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.</i>	An Appropriate Assessment, Environmental Impact Assessment and a Flood Risk Assessment were carried out in accordance with relevant legislation and guidelines as part of the Proposed Scheme.
	External Road Network Access Objective EA02	<i>Ensure that the transport network, including road infrastructure, has the capacity to better arrange traffic in the vicinity of Dublin Airport and to cater for the estimated growth in traffic into the future. This includes the upgrade of</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services that will promote an efficient, reliable, and frequent public transport

	Reference / Section	Objective	Scheme Response
		<i>the Airport Roundabout to increase capacity, potentially through grade separation, as part of the first proposal to increase surface access passengers where it cannot be demonstrated that public transport provision would satisfy travel demand.</i>	service as well as provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions.
	Objective EA06	<i>Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term.</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
	Objective EA07	<i>To ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of future bus services generally and on the Swords Road Core Bus Corridor in particular</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
	Cycling Objective CY01	<i>Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice</i>	The Proposed Scheme aligns with the objective as it has applied the principles of the Design Manual for Urban Roads and Streets and the National Cycle Manual. Segregated cycle tracks will be provided along the R132 as part of the Proposed Scheme.
	Public Transport Objective PT01	<i>Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.</i>	Whilst the Proposed Scheme does not extend directly into Dublin Airport it does provide the infrastructure required to facilitate enhanced sustainable transport and enable services to and from Dublin Airport and the city centre that operate along this corridor in an efficient and effective manner.
	Objective PT04	<i>Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term.</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme runs along the R132 South of the Pinnock Hill Junction and provides a Core Bus Corridor along the road.
	Objective PT08	<i>Support the provision of new and/or improved bus routes through and around the airport campus including bus lanes, shelters, access points and interchange facilities.</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater

	Reference / Section	Objective	Scheme Response
			Dublin Area of which the Proposed Scheme is part.
	Objective PT11	<i>Provide real time information, wayfinding, directional and scheduling information regarding public transport services to allow passengers and staff to optimally use the public transport facilities available.</i>	Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user.
	Objective PT12	<i>Provide for high quality bus priority on approach roads to Dublin Airport as required.</i>	The Proposed Scheme will provide bus priority along the scheme extent.
	Objective MM02	<i>Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car</i>	The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks help to reduce dependency on private car use for short journeys.  The design of each junction has given priority to pedestrian, cycle, and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
	Objective SW01	<i>Require all applications for development at Dublin Airport to demonstrate compliance with the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.</i>	The Proposed Scheme has considered the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan. Refer to A13.2 Flood Risk Assessment in Volume 4 of this EIAR.
	Objective SWQ01	<i>Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.</i>	A Water Framework Directive (WFD) Assessment has been carried out as part of the Proposed Scheme (Refer to Appendix A13.1 WFD Assessment in Volume 4 of this EIAR). The Proposed Scheme complies with all the requirements of the WFD.
	General Comment – Section 2.3.3.3	<i>The RSES acknowledges that landside access to Dublin Airport will be significantly enhanced by the provision of Metrolink. In addition to this strategic infrastructure, the critical role of buses and improved bus services as part of the BusConnects scheme is promoted in serving air travellers and those employed in the Airport area in order to ensure that the mode share for public transport is maintained at a high level and further developed over the period of the RSES.</i>	The Proposed Scheme will provide the infrastructure necessary to improve bus services accessing and egressing from Dublin Airport, this will encourage a modal shift toward public transport in full compliance with the aims of the RSES.
	General Comment –	<i>Measures set out in the Climate Action Plan which the Local Authority has a role in and</i>	The Proposed Scheme will provide the infrastructure necessary to deliver

	Reference / Section	Objective	Scheme Response
	Climate Action Plan	<i>which can be supported in the LAP include the following: » Transport: Measures to deliver targets which include modal shift in favour of sustainable modes by providing good public transport, cycling and walking infrastructure, so people are less reliant on their cars. Of relevance to the LAP area are major sustainable-mobility projects including MetroLink and the BusConnects Programme and walking and cycling routes that will form part of a comprehensive cycling and walking network for the metropolitan area, with a particular emphasis on safety of cyclists and expanded greenways</i>	enhanced sustainable transport options and encourage modal shift away from the private car.
	General Comment – LAP Response	<i>Over the life of this plan more immediate action in reducing carbon emissions is to be achieved by supporting the provision of pedestrian and cycle routes and a Core Bus Corridor as part of the NTA BusConnects project. These objectives are complimented by restricting increased employee car parking at the Airport.</i>	The Proposed Scheme will provide enhanced bus, cycle and pedestrian infrastructure to facilitate more sustainable modes of transport which will help to reduce carbon emissions.
	General Comment – South Fingal Transport Study	<i>These include an upgrade to the Airport Roundabout to complement BusConnects and other bus services, the provision of a western access route to provide contingency planning and serve improved shuttle transfers from parking and lands to the west of the Airport.</i>	The Proposed Scheme facilitates the western access route in the design of the Collinstown Cross junction of the Old Airport Road and the R132.
	General Comment – Improvement to the external road network	<i>In the short term, additional capacity is required here, which will facilitate the improvements to the Swords Road Core Bus Corridor as part of BusConnects and improve public transport movements through and around this junction.</i>	The Proposed Scheme will 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.
	General Comment - BusConnects	<i>The National Transport Authority is currently rolling out a series of large-scale improvements to the bus network across the Greater Dublin Area under the BusConnects programme. In relation to Dublin Airport, alongside the improvements to passenger information, ticketing and scheduling, the key proposal supporting users of the Airport campus will be the implementation of the Swords Core Bus Corridor, providing high quality, continuous bus and cycle facilities from Dublin City Centre to Dublin Airport and Swords. Fingal County Council strongly supports the early implementation of this scheme and the South Fingal Transport Study identifies the important function it will</i>	The Proposed Scheme is the Dublin BusConnects Swords Core Bus Corridor and will deliver a series of transport infrastructure improvements to the road network serving Dublin Airport. This includes enhancements to the bus, cycle and pedestrian network.

	Reference Section	Objective	Scheme Response
		<i>play in the provision of public transport services to Dublin Airport, in particular in advance of MetroLink becoming operational.”</i>	
Dardistown LAP 2013 (Extended to November 2022)	CPO6	<i>To encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.</i>	The primary objective of the Proposed Scheme through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.
	CPO7	<i>To protect and enhance the transportation capacity required to provide for the shared access needs of the airport.</i>	The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin’s road network and as a consequence provide greater access to Dublin Airport.
	CPO11	<i>Provide for full integration of the LAP lands with existing and planned QBCs, the proposed internal high capacity bus corridor, and future Dardistown Metro Stop at an integrated public transport interchange at Dardistown, thereby reducing car dependency and supporting sustainable modes of transport/smarter travel.</i>	The Proposed Scheme will help facilitate access to the proposed internal high capacity bus corridor, and future Dardistown Metro Stop at an integrated public transport interchange at Dardistown.
	SDO15	<i>All development proposals shall demonstrate that access and connectivity to the Airport shall be maintained.</i>	The Proposed Scheme will enhance sustainable transport access to the Airport. Chapter 6 (Traffic and Transport) sets out key proposed infrastructural changes to pedestrian, cycle and bus infrastructure along the corridor adjoining the Airport.
	Bus Network	<i>A QBC linking the Naul Road to the west and the Southern Parallel Road / East-West Distributor Road to the north via the Central Spine and Airport Avenue.</i>	The Proposed Scheme will help facilitate access to the QBC linking Naul Road. The Proposed Scheme particularly links to Cloghran Roundabout, Stockhole lane.
	Bus Network	<i>A QBC will also link the R108 to the Swords Road (R132) where there is an existing QBC via the Central Spine and link road.</i>	The Proposed Scheme will help facilitate access to the QBC linking the R108 to the Swords Road.
	Pedestrians and Cyclists	<i>Dardistown LAP shall accommodate a network of permeable, safe, secure and high quality pedestrian/cyclist routes, as well as additional connections to existing/proposed routes in the wider area.</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.



### 3.7.1.5 Figure Objectives

#### Fosterstown Transport Figure (Fosterstown Masterplan)

- *Pinnock Hill roundabout to be upgraded to signalised junction to accommodate existing/future traffic, Core Bus Corridor and pedestrian/cyclist facilities;*
- *Appropriate crossing to be provided to the Metro Station (Pedestrian Bridge);*
- *Pedestrian / Cyclist facilities along both sides of the R132;*
- *R836 Dublin Road realignment; and*
- *Provide an area of high quality landscaped open space to the north-east of the lands, adjacent to the R132, to provide high-quality green space and provide a setback for the proposed hotel from the R132.*

#### Fig 8.1 (Dublin Airport LAP) Dublin Airport Surface Access

- *Airport Roundabout upgrade possibly including grade separation;*
- *Prioritise Swords Road CBC to increase bus patronage in line with Airport growth [Sic];*
- *Old Airport Road/Collinstown Lane bus priority measures on approach to Swords Road CBC; and*
- *Road proposal.*

### 3.7.1.6 Proposed Scheme Response

The Proposed Scheme will provide for the upgrade to Pinnock hill roundabout to a signalised junction. The Proposed Scheme will provide fully segregated cycle tracks throughout 99% of the scheme which is approximately 12km in length. The Proposed Scheme will facilitate two new bus stops and a pedestrian crossing at the Fosterstown Station. The realignment of the R836 facilitates connection to the LAP lands. The Proposed Scheme will enable the priority of the Swords Road CBC and Bus Lane priority measures from the Dublin Airport LAP.

### 3.7.1.7 Sustainable Swords Project 2022

The Sustainable Swords Project 2022 is a non-statutory place making strategy which incorporates Fingal County Council's other strategic documents including: Your Swords – An Emerging City Strategic Vision 2035 and the FDP 2023-2029. The vision for the Sustainable Swords Project is to combine and strengthen the historic town centre of Swords. The aim of the Sustainable Swords Project is to increase the resilience of the local economy and to provide for an enhanced, accessible, inclusive, child-friendly, and healthy urban environment. SDG Theme 3 Improving Access, Permeability and Connectivity, states that

*'Enabling ease of movement and more active travel is critically important with regard to reducing private car-use which in turn will have a positive impact on the environment, physical health and reducing greenhouse gas emissions. These interventions will seek to showcase Swords rich natural and built heritage and capitalise on investment in Metrolink, BusConnects, The R132 and the Ward River Valley Park.'*

Section 2.3.3 of the health check states:

*'To maximise public transport investment, key roads, streets and public space within the Study Area will need to reallocate more space to support more walking and cycling trips. The Council has begun this process in partnership with the NTA through the reshaping to the R132 to provide dedicated footpaths, cycle tracks and bus priority but more will be needed to maximise the opportunity to reimagine Sustainable Swords as an exemplar vibrant, healthy and low-carbon compact urban settlement.'*

It further states:

*'The transformational level of public investment in BusConnects Dublin and Metrolink will enable Swords to become one of the most accessible towns by public transport in the State by 2027'*

### 3.7.1.8 Proposed Scheme Response

The Proposed Scheme is part of the NTA's programme to greatly improve bus services within the GDA. It will provide an enhancement of cycling facilities along the Proposed Scheme. The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote low carbon compact and sustainable growth.

It has been designed to include:

- More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and  
Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.

### 3.7.1.9 South Fingal Transport Study (2019)

This document, prepared by Fingal County Council (FCC, 2019b), is a study of the transport network in South Fingal. South Fingal, as defined in the Study, comprises Swords, Fingal / Dublin Fringe (the area stretching from Baldoyle to Clonsilla including adjacent Dublin City Council areas such as Clongriffin and Belmayne) and the vicinity of Dublin Airport. The scope of the South Fingal Transport Study (SFTS) is to determine the key infrastructure measures required within the area to tackle existing constraints in transport capacity, identify appropriate levels of development to facilitate growth in population and employment, and encourage sustainable travel in the county and the wider region. The plan makes key transport infrastructure recommendations and levels of land use development outlined which will ensure its sustainable growth leading up to the delivery of the proposed Scheme and beyond. The SFTS will be used to inform the preparation of statutory LAPs and Masterplans.

Section 3.5.3 of the SFTS states:

*'Within the Strategy significant investment is planned for Fingal and the corridor connecting Fingal and Dublin City Centre, including: (Inter alia): Two Core Bus Corridors, one linking Swords and the Airport to the City Centre and the other linking Clongriffin along the Malahide Road to the City Centre.'*

The SFTS specifically identifies the Proposed Scheme and BusConnects stating:

*'In advance of the MetroLink being constructed, it will be necessary to provide a higher level of public transport capacity on the corridor linking Swords and the Airport to the city centre. This will take the form of a Core Bus Corridor (CBC) type upgrade along the route. The final arrangement would be designed to be complementary to the MetroLink project.'*

It further states:

*'As part of the Bus Connects plan, a twelve kilometre Core Bus Corridor (designated as CBC2) is to be developed between Dublin City Centre, the Airport, and Swords. It is one of sixteen corridors selected to facilitate more reliable and faster bus services along Dublin's busiest routes into and from the city. The CBC/ Bus Connects schemes include a range of additional improvements such as higher frequency services during the day time, integrated fares and ticketing, and bus shelters'*

As well as:

*'Future bus services on the Swords CBC will serve a greater population catchment than is currently served by the City Centre to Dublin Airport Express services. This is because the CBC enables boarding/alighting along its full route and can interchange with other Bus Connects services and CBCs. This will be a marked improvement over the current situation in which the express services have a more limited city-centre oriented catchment'*

**Table 3.13: SFTS Recommendations**

Reference / Section	Recommendation	Scheme Response
<i>Recommendation 2</i>	<i>In addition or complementary to the services outlined in the Bus Connects consultation document, a feeder service should be provided to Oldtown and Mooretown through the developments and onward to Swords via the Glenn Ellan Road.</i>	While the Proposed Scheme will not provide a feeder service it will connect to the bus network adjacent to it.
<i>Recommendation 7</i>	<i>The Fosterstown Link Road is required as a priority to relieve existing pressures on the approach to Swords on Forest Road.</i>	The Proposed Scheme will help to facilitate access to the Fosterstown Link Road. The Proposed Scheme will join Pinnock Hill Junction at this link road.
<i>Recommendation 11</i>	<i>Improve connectivity for pedestrians and cyclists travelling across the R132 Swords Road from existing and proposed development lands to the town centre. This will be achieved by replacing the existing roundabouts with signalised junctions and incorporating controlled Toucan crossings. This will replace or supplement the existing footbridges.</i>	The Proposed Scheme will not replace the existing roundabouts with signalised junctions, this is happening as part of another project. The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m in width offering a high level of service. It will provide bus, cycle, and walking infrastructure enhancements which will link communities along the Proposed Scheme.
<i>Recommendation 12</i>	<i>Creation of a more active frontage along the R132 Swords Road by providing footpaths, segregated cycle facilities and encouraging new developments to face onto the street.</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has applied the principles of DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p>
<i>Recommendation 15</i>	<i>Junctions on R132 Swords Road should be improved from a pedestrian and cyclist point of view. The Council should engage with the NTA and TII on preliminary designs with a view to developing a complementary scheme that achieves the required improvements and prepares for the Metro alignment.</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA of which the Proposed Scheme is part.</p> <p>The Proposed Scheme aligns with the objective as it has applied the principles of the Design Manual for Urban Roads and Streets and the National Cycle Manual (NTA 2011). It will also improve the bus network along the Metro scheme corridor.</p>
<i>Recommendation 25</i>	<i>The Swords/Airport CBC should be delivered as a priority to ensure public transport capacity can be increased in line with on-going growth in demand and</i>	The Proposed Scheme will deliver the transport infrastructure necessary to provide a high quality

Reference / Section	Recommendation	Scheme Response
	<i>to minimise the impact of future growth at Dublin Airport on the strategic road network. In the lead-in time required to realise this scheme, a modest expansion of car parking provision to meet immediate growth needs may be required</i>	and more efficient and reliable public transport network.  The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network.
<i>Recommendation 27</i>	<i>The Airport Roundabout (connecting the M1 Spur / Airport Access / R132) is near capacity and any future increase in traffic levels to the Airport will cause unacceptable reductions in reliability of access to Dublin Airport. An improved higher capacity configuration should be developed taking cognisance of future plans to provide a Bus Connects CBC on the R132. Upgrading the junction to a grade separated configuration would appear to be the most beneficial long term solution</i>	The Proposed Scheme does not include an increase in capacity to the Airport Roundabout, however, it will provide the infrastructure necessary to support sustainable transport options that will help to reduce congestion both in general and at this specific location.

### 3.7.2 Fingal County Council's Climate Change Action Plan 2019-2024

The Fingal County Council Climate Change Action Plan 2019 - 2024 (hereafter referred to as the FCC Climate Action Plan) (FCC 2019a) forms part of a collaborative response taken by the four Dublin local authorities to tackle the impact that climate change is having on the Dublin Region, and details their commitment to lead by example in tackling this global issue. The FCC Climate Action Plan is unique to its functional area and contains 133 actions that are ongoing or planned within FCC, covering five key action areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

1. 33% better energy use by the Council by 2020;
2. 40% reduction in the Council's greenhouse gas emissions by 2030;
3. To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events; and
4. To actively engage and inform citizens on climate change.

The FCC Climate Action Plan focuses on the promotion of active travel and to encourage the uptake of cycling and walking via improving pedestrian and cycling infrastructure. One of the Public Transport actions, number T24, is specifically related to the Proposed Scheme.

#### 3.7.2.1 Proposed Scheme Response

At a strategic level, FCC supports and demonstrates ongoing commitment to climate action and to encourage residents to embed climate action into their daily lives. There is a focus on the provision of sustainable transport options and enhanced active travel. The Proposed Scheme will provide the infrastructure required to deliver enhanced sustainable transport options which is fully in line with the plan.

### 3.7.3 Dublin City Development Plan 2022 – 2028

The Dublin City Development Plan 2022 – 2028 (hereafter referred to as the DCDP 2022-2028) (DCC, 2022) was adopted on the 2<sup>nd</sup> of November 2022 and came into effect on the 14<sup>th</sup> of December, it guides how the city will develop to meet the needs of its residents, visitors and workers. A SEA, AA and SFRA were produced as part of the DCDP.

The vision of the DCDP 2022-2028 is to establish champion compact city living, distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. DCC aims to establish the city as one of Europe's most sustainable, dynamic, and resourceful city regions. The DCDP places sustainable transport as a core principle in the future development of the city:

*‘Within the next 10 years, Dublin will have an established international reputation as one of Europe’s most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.’*

In ‘Translating the Core Strategy into Development Plan Policies and Objectives’, the core strategy has the following supports:

*‘The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising Bus Connects (2021 – 2023).’*

The DCDP 2022-2028 recognises that increasing capacity on public transport including bus corridors is a means to promoting modal change and active travel.

Within the transport objectives of the DCDP 2022-2028, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.14.

**Table 3.14: DCC Key Transport Policies**

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><b>SC1 Consolidation of the Inner City</b></p> <p><i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.</i></p>	<p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin’s road network and as a consequence will help to achieve greater land use densities that will promote compact growth. The Proposed Scheme will provide public transport infrastructure that will assist in linking existing and emerging communities within the area. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p><b>SC8 Development of the Inner Suburbs</b></p> <p><i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Metropolitan Area Strategic Plan (MASP) (EMRA 2019b).</p>
<p><b>QHSN11 15-Minute City</b></p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p>



Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
	<p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p>
<p><b>CEE12 Transition to a Low Carbon, Climate Resilient City Economy</b></p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme. The operational traffic CO<sub>2</sub>e emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Positive, Minor and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Positive, Minor and Permanent. Overall, when the carbon emissions associated with the maintenance phase and the operational phase are combined, the net GHG emissions will be Positive, Minor and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Positive, Minor and Permanent.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions.</p>
<p><b>SMT1 Modal Shift and Compact Growth</b></p> <p><i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DTTAS 2009a), GDA Transport Strategy (NTA 2016), the new GDA Transport Strategy (NTA 2022) and the NTA's Integrated Implementation Plan (NTA 2019c).</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p>
<p><b>SMT2 Decarbonising Transport</b></p> <p><i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p>
<p><b>SMT3 Integrated Transport Network</b></p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<p><b>SMT4 Integration of Public Transport Services and Development</b></p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.</i></p>	
<p><b>SMT8 Public Realm Enhancements</b>  <i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy and the Public Realm Masterplan for the City Core – (The Heart of the City) (DCC 2016).</p>
<p><b>SMT02 Improving the Pedestrian Network</b>  <i>To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<p><b>SMT12 Pedestrians and Public Realm</b>  <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul>
<p><b>SMT14 City Centre Road Space</b>  <i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p><b>SMT16 Walking, Cycling and Active Travel</b>  <i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>
<p><b>SMT18 The Pedestrian Environment</b>  <i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<i>create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</i>	
<b>SMT19 Integration of Active Travel with Public Transport</b> <i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</i>	The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.
<b>SMT22 Key Sustainable Transport Projects</b> <i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: (inter alia):</i>  <ul style="list-style-type: none"> <li>• <i>BusConnects Core Bus Corridor projects.</i></li> </ul>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS 2009a), GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022) and the RSES (EMRA 2019a).

### 3.7.3.1 Proposed Scheme Response

It is clear that BusConnects and the delivery of same is an important objective of the DCDP. The DCDP fully supports the BusConnects Programme of works and its policy/objectives are aligned with the Proposed Scheme. The Proposed Scheme will deliver the infrastructure necessary to provide a sustainable transport system, to support the enhancement and growth of the cycle and pedestrian network and achieve a modal shift.

### 3.7.3.2 Zoning Objectives

The DCDP 2022-2028 (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

Within the DCDP 2022-2028, the following approach is taken by DCC to the uses permitted under each of the zoning objectives.

*'A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning considerations, including the policies and objectives outlined in the plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area. There will be a presumption against uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.'*

Appendix 15 of the DCDP 2022-2028 defines a Public Service Installation' as follows:

*'A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants. It also includes bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, water fountains, moorings, jetties etc.'*

*It does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.'*

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters, stops and real time information signage comes within the public service installation class.

### 3.7.3.3 Proposed Scheme Response

Given the nature of the Proposed Scheme, the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands that are affected by works, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of the temporary Construction Compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DCDP 2022-2028 (DCC 2022) in terms of the uses and works proposed.

### 3.7.3.4 LAP's within the Dublin City Council Area Relevant to the Proposed Scheme

There are no relevant Local Area Plans (LAPs) along the Proposed Scheme corridor within the DCC area. However, during the lifetime of the DCDP 2022-2028 a LAP is to be drafted for the North East Inner City and Santry/Whitehall, which corresponds with the Proposed Scheme from the Dumcondra Road and junction of Clonliffe Road to Parnell Street.. Whilst not a LAP or Masterplan a Framework Plan was prepared for Whitehall and is included within section 4.5.1.2.

### 3.7.3.5 Strategic Development and Regeneration Area (SDRA) 10 North East Inner City (NEIC)

The Proposed Scheme is within SDRA 10 North East Inner City. The guiding principles for Transport and Movement within the SDRA area are set out in Table 3.15.

**Table 3.15:SDRA Transport and Movement Principles**

SDRA Key Principles	How the Proposed Scheme Meets the Policy
<p><i>To strengthen the existing core pedestrian spine of the area as both the key movement corridor and also the location of existing and emerging public transport hubs, and to specifically target interventions such as densification and street upgrades towards streets with low footfall and regeneration potential</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible including improvements and enhancements to footpaths, walkways, and pedestrian crossings. Improvements to the public realm, public transport expansion, walking and cycling routes and integration of open space into green networks will provide opportunities to connect the community with locations of social, community and recreational activity in the wider locality.</p>
<p><i>To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.</p>



SDRA Key Principles	How the Proposed Scheme Meets the Policy
<p><i>To work with the Bus Connects project in the NEIC area to help maximise improvements in public realm, green infrastructure and pedestrian and cycling infrastructure</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape where possible.</p>
<p><b>Map Based Objectives</b></p>	
<p><i>Core Pedestrian Spine From Granby Row to Clonliffe Road</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses.</p>
<p><i>Public Realm Improvements (Parnell Square East and West)</i></p>	<p>As part of the Proposed Scheme public realm improvements are proposed at several locations. Protected junctions provide physical kerb build-outs to protect cyclists through the junction. For example, the Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, improving connectivity.</p>

**3.7.3.6 The Heart of Dublin – City Centre Public Realm Masterplan 2016**

The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016b) for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian friendly core within the City Centre, so that the city can be easy, comfortable, and enjoyable to move within, the strategy will require the full completion of the planned public transport network.

It is noted that Parnell Square is included as part of ‘Phase 1 Public Realm Projects. Parnell Square is also highlighted for ‘Pedestrian Route Improvement’, ‘Proposed Greening’ and there is an objective for ‘Primary Quality Cycle Routes’. It is also noted that Frederick Street North and Parnell Square East for part of the ‘Civic Spine and River’.

**3.7.3.7 Proposed Scheme Response**

The Landscape and Urban Realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible, this is particularly relevant to the Parnell Square Area of the Masterplan.

A comprehensive Tree Survey was conducted which analysed the quality and character of the existing trees along the Proposed Scheme. The information from the survey was used to inform the design proposals by seeking to avoid potential impacts upon the higher quality trees and identifying measures which will be put in place during detailed design and construction to mitigate potential effects on the trees.

In the context of the above, the Proposed Scheme is therefore in line with the Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016b).

**3.7.3.8 Your City Your Space – Dublin City Public Realm Strategy**

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) was published in 2012. It seeks to co-ordinate the approach to the public realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme



from the junction of the Clonliffe Road and the R132 to the Junction of the R804 and Granby Row which is classed as a Historic Approach, Granby Row is classed as a Linking Route, Parnell Square West Parnell Square East and Cavendish Row are classed as Secondary Street, Parnell Square is classed as Georgian Squares and the Parnell Monument is classed as a Secondary Public Space. A small portion of the Proposed Scheme extends onto the North Circular Road.

The design principles for these areas are set out in Table 3.16.

**Table 3.16: City Centre Public Realm Strategy Design Policies**

Public Spaces	Desired Character and Experience	Design Policies
Historic Approaches / N & S Circular Roads	These major routes are high quality routes for moving around and navigating the inner suburbs.	Building proposals to enclosures must protect historic character and achieve high quality, emphasising the importance of these streets in the neighbourhoods they pass through.
Linking Route	These streets are important linking routes in the city and often contain commercial and cultural attractions, as such there is a high quality public realm that is coherent and consistent in design and constructed using high quality materials leading to a pleasant environment, which it is easy to move around in with a mix of activities which make these streets important and interesting linking routes.	Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and de-cluttering.
Secondary Streets	These streets are important commercial and cultural streets in the city, as such the quality of the public realm is exemplary and of the highest international standard. The public realm is coherent and consistent in design, and constructed using the highest quality materials leading to a pleasant environment, easy to move around with a mix of activities which make the secondary streets a key attraction nationally and regionally.	Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Initiate comprehensive study to investigate possibilities of rebalancing vehicular and pedestrian movement in these areas.
The Georgian Squares	The squares are improved and provide an enhanced offer in terms of appropriate recreation, leisure and late night use	Planning applications for buildings enclosing the spaces must protect historic character and achieve outstanding quality.
Secondary Public Spaces	These spaces are improved and/or reinvented to become civic spaces of the highest quality. They are flexible, multifunctional and capable of hosting an array of events of different scales becoming significant destinations within the city.	Comprehensive design briefs developed to achieve successful civic spaces. Planning applications for buildings enclosing the spaces must protect historic character and achieve outstanding quality.

### 3.7.3.9 Proposed Scheme Response

The Landscape and Urban Realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy.

### 3.7.4 Dublin City Council Climate Change Action Plan 2019-2024

DCC's Climate Change Action Plan (DCC 2019) was adopted in May 2020. A SEA, AA and NIS were produced as part of the plan. It is a collaborative response to the impact that climate change is having on the Dublin Region, and their commitment to lead by example in tackling this global issue. DCC's Climate Change Action Plan is unique to its functional area and contains 219 actions that cover five key areas – Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

1. *33% better energy use by the Council by 2020.*
2. *40% reduction in the Council's greenhouse gas emissions by 2030.*
3. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
4. *To actively engage and inform citizens on climate change.*

DCC's Climate Change Action Plan focuses on the sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the Public Transport actions number T22 is specifically related to the Proposed Scheme; '*DCC to liaise with NTA on BusConnects programme*'.

#### **3.7.4.1 Proposed Scheme Response**

The Proposed Scheme through the provision of enhanced public transport infrastructure will help to achieve DCC's targets as set out in the Climate Action Plan.

## 4. Proposed Scheme Sections

### 4.1 Introduction

This Section is a review of the land that may potentially be affected by the Proposed Scheme. It summarises the land zonings, development plan map-based objectives and relevant LAPs / Masterplan objectives.

### 4.2 Pinnock Hill to Airside Junction

#### 4.2.1 Zoning

The lands are within the functional area of FCC and are zoned in the FDP 2023-2029 (FCC 2023). For a detailed description of the zonings refer to Table 1.2 in Appendix 1 (Local Policy) of this report.

There are no Construction Compounds located within this section of the Proposed Scheme.

The application boundary that incorporates the proposed works runs parallel to lands within the following zoning objectives outlined in Table 4.1.

**Table 4.1: Zoning Objectives Potentially Affected by the Proposed Scheme**

Planning Authority	Zoning Objective	Objective
Fingal County Council	MC – Major Town Centre	<i>Protect, provide for and/ or improve major town centre facilities.</i>
	HT – High technology	<i>Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.</i>
	MRE – Metro and Rail Economic Corridor	<i>Facilitate opportunities for high-density mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor.</i>
	OS – Open Space	<i>Preserve and provide for open space and recreational amenities.</i>
	RW – Retail Warehousing	<i>Provide for retail warehousing development.</i>
	RS - Residential	<i>Provide for residential development and protect and improve residential amenity.</i>
	RA – Residential Area	<i>Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.</i>

#### 4.2.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of map-based objective from the FDP 2023-2029 (FCC 2023). These are set out in Table 4.2.

**Table 4.2: Map Based Objectives**

Map Based Objective	Description	Scheme Response
<i>NTA Strategic Transport Routes – Key Core Bus Corridors</i>	<i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary for a CBC (supporting a bus based solution) from the northern suburbs of Dublin into the city centre. It will 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.

Map Based Objective	Description	Scheme Response
	<i>Irish Rail and other relevant stakeholders.</i>	
<i>Indicative Route for Metrolink</i>	<i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</i>	MetroLink is a proposed high-capacity railway that will extend between Dublin City Centre and Dublin Airport, continuing to Swords. The Proposed Scheme will not prevent the delivery of Metro North.
<i>Fosterstown Proposed Metro Stop</i>	Specific Objective	There are future interface considerations with the proposed Fosterstown MetroLink Station. The Proposed Scheme will not prevent delivery of this objective.
<i>Protected Structures – 866 Milestone</i>	Specific Objective	The milestone at Pinnock Hill (CBC0002MS001) which is of Medium sensitivity. It is situated in front of a modern gate pier, and has been painted over. It will be impacted by the Proposed Scheme which includes a land-take affecting the boundary behind the milestone, to accommodate a new bus stop with shelter, and cycle track and footpath behind. The milestone will be temporarily removed to ensure its protection, before being reinstated within the vicinity of the existing.
<i>Fosterstown Masterplan</i>	<i>Masterplan to be prepared and/or implemented for these lands</i>	The Proposed Scheme will not impede the Fosterstown Masterplan, it will offer greater transport options to the area.
<i>NTA GDA Cycle Plan – Primary Radial</i>	Specific Objective	Cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions.
<i>National Monument</i>	<i>This monument was subject to geophysical survey (Licence no. 08R117) and test excavation (licence no. 09E 0465) as part of the proposed Metro North development. It consists of a metalled surface (7.25m x 5.9m) associated with three U-shaped channels,</i>	There will be no significant residual impact on the architectural heritage resource, as a result of the Operational Phase or Construction Phase of the Proposed Scheme.
<i>Preserve Views</i>	<i>Preserve views and prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County.</i>	The potential townscape / streetscape and visual impact of the Construction Phase on protected views is assessed to be Negative, Slight / Moderate and Temporary / Short-Term.
<i>Flood Zone B</i>	<i>All applications within flood zones A and B will be required to submit a Site-Specific Flood Risk Assessment to an appropriate level of detail.</i>	A Flood Risk Assessment was prepared as part of the Proposed Scheme suite of documents.

#### 4.2.1.2 Local Area Plans / Masterplans

A portion of this section of the Proposed Scheme is adjacent to the Fosterstown LAP along the northern section of the R132. For a detailed review of the LAP objectives refer to Table 3.12 above. The Proposed Scheme is also located within the proposed Swords LAP which has not yet been prepared.

#### 4.2.1.3 Planning History

Table 2.1 in Appendix Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

#### 4.2.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the FDP 2023-2029 (FCC 2023) as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may potentially be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

### 4.3 Airside Junction to Northwood Avenue

#### 4.3.1 Zoning

The lands are within the functional area of FCC and are zoned in the FDP 2023-2029 (FCC 2023). (For a detailed description of the zonings refer to Table 1.2 in Appendix 1 (Local Policy) of this report.

The Construction Compounds (SW1 and SW2) are within the Fingal County Council area on lands zoned as follows:

- Greenbelt (GB); and
- General Employment (GE).

**Table 4.3: Zoning Objectives Potentially Affected by the Proposed Scheme**

Planning Authority	Zoning Objective	Objective
Fingal County Council	RW – Retail Warehousing	<i>Provide for retail warehousing development.</i>
	OS – Open Space	<i>Preserve and provide for open space and recreational amenities.</i>
	RS - Residential	<i>Provide for residential development and protect and improve residential amenity.</i>
	GB – Green Belt	<i>Protect and provide for a Greenbelt.</i>
	GE – General Employment	<i>Provide opportunities for general enterprise and employment.</i>
	DA – Dublin Airport	<i>Ensure the efficient and effective operation and development of the Airport in accordance with an approved Local Area Plan.</i>
	HT – High Technology	<i>Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment</i>
	CI – Community Infrastructure	<i>Provide for and protect civic, religious, community, education, health care and social infrastructure.</i>
	LC – Local Centre	<i>Protect, provide for and/or improve local centre facilities.</i>

#### 4.3.1.1 Map Based Objectives

Along this section of the Proposed Scheme there is a map-based objective from the FDP 2023-2029 (FCC 2023) These are set out in Table 4.4.

**Table 4.4: Map Based Objectives**

Map Based Objective	Description	Scheme Response
<i>NTA Strategic Transport Routes – Key Core Bus Corridors</i>	<i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary for a CBC (supporting a bus based solution) from the northern suburbs of Dublin into the city centre. It will 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.



Map Based Objective	Description	Scheme Response
<i>Dublin Airport Public Safety Zones - Inner Public Safety Zone</i>	<i>Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements</i>	The Proposed Scheme will not impact on the inner public safety zone.
<i>Dublin Airport Public Safety Zones – Outer Public Safety Zone</i>	<i>Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements</i>	The Proposed Scheme will not impact on the outer public safety zone.
<i>Protected Structures – 604 Thatched Cottage 611- Castlemoate House 609 -Cloghran Church (in ruins) &amp; Graveyard</i>	<i>Specific Objective</i>	<p>There will be direct impacts on a thatched cottage in Collinstown, Swords Road (FCC RPS 604), where a land-take is proposed to accommodate segregated cycle tracks, widened footpaths and carriageway widening. The mitigation will include recording the existing boundaries in position prior to the commencement of construction works. The affected masonry, railings, gates, gate posts and capping stones are to be labelled prior to their careful removal to safe storage and their reinstatement on new lines, reinstating the existing details, and the relationships between the entrances and the historic buildings. Recording will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor.</p> <p>At Castlemoate House (FCC RPS 611), where the Proposed Scheme includes the removal of trees to the south of the historic house which will have a negative impact on its setting. The roadside trees are semi-mature and do not appear to be historic boundary planting, but the affected area was part of the historic designed landscape and is shown as planted on historic maps. The historic landscape has been previously altered with the original entrance, gate lodge and part of the avenue demolished.</p>
<i>Dublin Airport Noise Zone - A</i>	<i>To resist new provision for residential development and other noise sensitive uses. All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.</i>	The Proposed Scheme will temporarily pass through each of the noise zones in Dublin Airport for a short duration. The Proposed Scheme is not a noise sensitive use or residential in nature.
<i>Dublin Airport Noise Zone - B</i>	<i>To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic</i>	The Proposed Scheme will temporarily pass through each of the noise zones in Dublin Airport for a short duration. The Proposed Scheme is not a noise sensitive use or residential in nature.

Map Based Objective	Description	Scheme Response
	<i>environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants must seek expert advice.</i>	
<i>Road Proposal</i>	<i>Proposed Road Objective at Fosterstown South, South of the National Show Centre and at Collinstown/Dardistown heading west to east</i>	The Proposed Scheme will not inhibit the ability for the future road proposal to be developed.
<i>Proposed Open space</i>	<i>Open space currently in use</i>	The Proposed Scheme will not impact the Proposed Open Space use.
<i>Parks Biodiversity Nature Development Areas - Santry Demesne</i>	<i>'Nature Development Areas', are locations where nature conservation can be combined with existing activities.....the Council will work with landowners to achieve benefits for biodiversity in these areas.</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context to make them seamless interventions in local settings.
<i>Proposed Natural Heritage Area – pNHA - Santry Demesne</i>	<i>Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context to make them seamless interventions in local settings. There are no residual impacts on designated or proposed to be designated sites.
<i>Dublin Airport LAP</i>	<i>The Dublin Airport LAP 2020 sets out a framework to facilitate the future development, operation and safeguarding of Dublin Airport</i>	The Proposed Scheme will help to facilitate the transport objectives of the LAP. The Proposed Scheme will enhance the streetscape through urban realm improvement and provide enhanced public transport and connection options in Swords.
<i>Dublin Airport Masterplan</i>	<i>Masterplan to be prepared and/or implemented for these lands</i>	The Proposed Scheme will not impede the Dublin Airport Masterplan, it will offer greater transport options to the area.
<i>Local Objective No.60</i>	<i>Undertake a Land Use and Transportation Study to determine the development capacity of the subject lands, and an appropriate phasing and quantum of development in advance of the operation of the indicative route for MetroLink</i>	The Proposed Scheme has been developed to provide improved existing or new interchange with future public transport proposals such as MetroLink.
<i>Flood Zone A and B</i>	<i>All applications within flood zones A and B will be required to submit a Site-Specific Flood Risk Assessment to an appropriate level of detail.</i>	A Flood Risk Assessment was prepared as part of the Proposed Scheme suite of documents.
<i>Seveso Site</i>	<i>Have regard to the provision of the Major Accident Directive (Seveso III) (European Council Directive 2012/18/EU) and impose restrictions in consultation with the HSA, on developments abutting or within proximity of a Seveso site. The extent of restrictions on development will be dependent on the type of risk present and the quantity and form of the dangerous substance present or likely to be present.</i>	The Proposed Scheme lies within the consultation distance of a site identified as having the potential to have a major accident hazard, as determined under the 'SEVESO' Directives.
<i>GDA Cycle Network Plan – Primary Radial, Secondary and Inter Urban</i>	Specific Objective	Cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions.

#### 4.3.1.2 Local Area Plans / Masterplans

A portion of this section of the Proposed Scheme is within the Dublin Airport LAP from the Dublin Airport Roundabout to the M50 Junction and Dublin Airport Masterplan from the Airport Roundabout to Corballis Road South refer to Table 3.12 for a detailed review of the LAP and Masterplan objectives. The Proposed Scheme is also located within the proposed Swords LAP which is still to be prepared.

#### 4.3.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

#### 4.3.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the FDP 2023-2029 (FCC 2023) as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may potentially be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

#### 4.3.1.5 Demolition of Collinstown Lodge

The Proposed Scheme boundary extends into the property of the Royal College of Surgeons lands which currently contains 'Collinstown Lodge' along the Swords Road. Collinstown Lodge comprises two derelict two - bedroom single storey semi-detached buildings.

The windows and doors of the two buildings have been 'bricked up' since 2018 as illegal access had occurred and there were concerns raised regarding the structural stability of the buildings which are in a derelict condition. Locked security fencing / gates have been erected at the side entrances to each of the buildings and danger signs have been put in place. Additional supports were installed in 2019. There is a hole in the roof with slates missing letting in the elements. In addition, there has been no electricity or water supply to the buildings for a number of years. All utilities were terminated circa 2014.

The Proposed Scheme seeks to demolish the derelict buildings at Collinstown Lodge to facilitate carriageway widening. The desirable BusConnects cross section includes a 2m wide footpath and a 2m wide cycle track outside each carriageway. This cross section is necessary in order to best achieve the objectives of the BusConnects Programme. The front boundary wall of both cottages, and the porch of the northernmost cottage, will need to be demolished in order to accommodate the footpath.

It is also noted that this section of the Swords Roads and almost the entirety of the subject lands are with Flood Zone B. The Strategic Flood Risk Assessment (SFRA) states that Flood Zone B has a moderate probability of flooding. *'Highly vulnerable development, such as hospitals, residential care homes, Garda, fire, and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate in this zone, unless the requirements of the Justification Test can be met. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone.'* Applications within Flood Zone B require a site-specific Flood Risk Assessment.

Under the FDP 2023 – 2029 the site is zoned HT – High Technology which has an objective of *'Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment'*. The vision for such uses is sets out as follows: *'Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high-quality, value-added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.'*

The buildings are not protected structures or within a heritage area. It is noted that residential development is not a permitted use under this zoning objective.

The FDP 2023-2029 identifies a number of Policies/Objectives in relation to demolition of buildings including:

Objective SPQH044: 'Retention, Retrofitting and Retention of Existing Dwellings', this sets out– *'The Council will encourage the retention and retrofitting of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement and will also encourage the retention of existing houses, such as cottages, that, while*

*not Protected Structures or located within an ACA, do have their own merit and/or contribute beneficially to the area in terms of visual amenity, character or accommodation type.'*

Policy CAP8: 'Retrofitting and Reuse of Existing Buildings'- outlines the following: '*Support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible.'*

Objective IUO30: 'Hazardous Waste' states the following:- '*Adhere to the recommendations of the National Hazardous Waste Management Plan 2014–2020 and any subsequent plan, and to co-operate with the EPA and other agencies in the planning, organisation and supervision of the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects. To continue to promote the use of clean technology and minimisation of hazardous waste production in all development within the County.'*

The FDP 2023-2029 also states that "*Another key mitigation measure in relation to the built environment is to ensure that proposals for substantial demolition and reconstruction works can be justified having regard to the 'embodied carbon' of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures*".

### **Proposed Scheme Response**

The buildings located at Collinstown Lodge are not structurally sound, they are a derelict eyesore dangerous to anyone entering the subject lands. They are not protected and they are not zoned for residential use, the HT zoning objective precludes such uses on HT lands.

In addition an architectural heritage specialist has reviewed the subject buildings and commented that '*The cottages are of Local interest but are derelict and of Low Sensitivity. The cottages will be demolished under the proposal but have already lost much of their character. The magnitude of which is Low. The predicted Construction Phase impact will be Direct, Negative, Slight and Permanent*'.

Bat emergence and re-entry surveys were conducted at Collinstown Lodge, 30 calls were recorded during the surveys, however it was not possible to establish if individuals were roosting within the buildings therefore a precautionary principle was applied, it assumed that Collinstown lodge contains roosting bats. Appropriate mitigation measures will be put in place during demolition should bats be present within Collinstown Lodge including:

- The appointed contractor will ensure that a suitably qualified and experienced ecologist will carry out internal and external inspections of the buildings as well as a minimum of one bat emergence survey and one bat re-entry survey; and
- If a bat roost is encountered all works on the structure and the vicinity will cease and an application for a derogation license must be submitted to the NPWS for its removal.

Any hazardous waste arising will be managed by the appointed contractor in accordance with the applicable legislation. A series of mitigation measures have been incorporated into the Proposed Scheme with the goal of reducing the embodied carbon associated with the Construction Phase. These mitigation measures include:

- The replacement, where feasible, of concrete containing Portland cement with concrete containing ground granulated blast furnace slag (GGBFS);
- Where practicable, materials will be reused within the extent of the Proposed Scheme; and
- Where practicable, materials will be sourced locally to reduce the embodied emissions associated with transport

The proposed demolition of these buildings will facilitate the full BusConnects cross section which is a necessary to deliver objectives of the Scheme.

In addition to the above, the vast majority of the HT zoning objective, i.e. the lands from the rear build line of the existing buildings west into curtilage of the main area of the site will not be affected by the Proposed Scheme. It is only a small portion to the front of this overall zoning objective that will be impacted. The Proposed Scheme will not restrict access into the site and will actually help to facilitate same with the removal of Collinstown Lodge.

## 4.4 Northwood Avenue to Shantalla Road

### 4.4.1 Zoning

The lands are within the functional area of FCC and DCC and are zoned in the FDP 2023-2029 (FCC 2023) and DCDP 2022-2028 (DCC 2022) refer to Table 1.2 and Table 2.2 Appendix 1 (Local Policy) of this report.

The Construction Compounds (SW3) are within the Fingal County Council area on lands zoned as follows:

- Open Space (OS).

The application boundary that incorporates the proposed works runs parallel to lands within the following zoning objectives:

**Table 4.5: Zoning Objectives Potentially Affected by the Proposed Scheme**

Planning Authority	Zoning Objective	Objective
Fingal County Council	OS – Open Space	<i>Preserve and provide for open space and recreational amenities.</i>
	LC – Local Centre	<i>Protect, provide for and/or improve local centre facilities</i>
	RS - Residential	<i>Provide for residential development and protect and improve residential amenity.</i>
Dublin City Council	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities</i>
	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Zone Z15 - Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>
	Zone Z4 - Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>
	Zone Z12 - Institutional Land (Future Development Potential)	<i>To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.</i>

#### 4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there is a map-based objective from the FDP 2023-2029 (FCC 2023) and DCDP (DCC 2022) These are set out in Table 4.6

**Table 4.6: Map Based Objectives**

Map Objective	Based	Description	Scheme Response
<b>FCC</b>			
<i>NTA Strategic Transport Routes – Key Core Bus Corridors</i>		<i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</i>	The BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
<i>Woodland – Santry Demesne</i>		<i>Protect &amp; Preserve Trees, Woodlands and Hedgerows</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This



Map Objective	Based	Description	Scheme Response
			measure is applied along the full length of the Proposed Scheme.
Green Infrastructure Mapped Based Objective – GIM2		<i>Protect the natural and built heritage of the following Fingal County Council owned lands (which include important historic sites, landscapes and gardens), while providing significant public amenities; Bremore Castle and Park, Ardgillan Castle and Demesne, Newbridge House and Demesne, Malahide Castle and Demesne, Swords Castle and Park, Santry Demesne, and Beechpark (Clonsilla) and Ward River Valley Regional Park, Swords.</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.
Proposed Open space		Specific Objective	The Proposed Scheme will not impact the Proposed Open Space use.
Parks Biodiversity Nature Development Areas - Santry Demesne		<i>'Nature Development Areas', are locations where nature conservation can be combined with existing activities.....the Council will work with landowners to achieve benefits for biodiversity in these areas.</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context to make them seamless interventions in local settings.
Proposed Natural Heritage Area – pNHA - Santry Demesne		<i>Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context to make them seamless interventions in local settings. There are no residual impacts on designated or proposed to be designated sites.
Dublin Airport Noise Zone: Zone C		<i>To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants are strongly advised to seek expert advice.</i>	The Proposed Scheme will temporarily pass through each of the noise zones in Dublin Airport for a short duration.
<b>DCC</b>			
Site / Zone of Archaeological Interest		<i>Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment</i>	In areas of archaeological potential there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Dublin Airport Noise Zones		<i>To take account of the Dublin Airport Local Area Plan (2020) and Noise Action Plan for Dublin Airport 2019-2023 as part of the development management process in order to ensure the protection/ prevention of noise sensitive uses within this zone whilst facilitating the continued operation of Dublin Airport; and to develop similar appropriate plans for areas adjacent to Dublin Port.</i>	The Proposed Scheme will temporarily pass through each of the noise zones in Dublin Airport for a short duration.

#### 4.4.1.2 Local Area Plans / Masterplans

There are no Local Area Plans / Masterplans in this section of the Proposed Scheme.

#### 4.4.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

#### 4.4.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the FDP 2023-2029 (FCC 2023) and the DCDP 2022-2028 (DCC 2022), as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may potentially be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

### 4.5 Shantalla Road to Botanic Avenue

#### 4.5.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP 2022-2028 (DCC 2022). (For a detailed description of the zonings refer to Table 2.2 Appendix 1 (Local Policy) of this report.

The construction compounds (SW4 and SW5) are within Dublin City Council area on lands zoned as follows:

- Z12: Institutional Land (Future Development Potential); and
- Z9: Amenity / Open Space Lands / Green Network.

The application boundary that incorporates the proposed works runs parallel to lands within the following zoning objectives outlined in Table 4.7.

**Table 4.7: Zoning Objectives Potentially Affected by the Proposed Scheme**

Planning Authority	Zoning Objective	Objective
Dublin City Council	Zone Z9 - Amenity/Open Space Lands/Green Network	To preserve, provide and improve recreational amenity, open space and ecosystem services.
	Zone Z1 - Sustainable Residential Neighbourhoods	To protect, provide and improve residential amenities
	Zone Z15 - Community and Social Infrastructure	To protect and provide for community uses and social infrastructure.
	Zone Z12 - Institutional Land (Future Development Potential)	To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.
	Zone Z3 – Neighbourhood Centres	To provide for and improve neighbourhood facilities.
	Zone Z4 - Key Urban Villages / Urban Villages	To provide for and improve mixed-services facilities.
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	To protect and/or improve the amenities of residential conservation areas.
	Zone Z11 – Waterways Protection	To protect and improve canal, coastal and river amenities.

#### 4.5.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2022-2028 (DCC 2022). These are set out in Table 4.8

**Table 4.8: Map Based Objectives**

Map Based Objective	Description	Scheme Response
Site / Zone of Archaeological Interest	Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post	In areas of archaeological potential there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified

Map Objective	Based	Description	Scheme Response
		<i>excavation analysis according to best practice in advance of redevelopment</i>	archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Conservation Areas		<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.
Roads and Bridge (Richmond Road)		<i>To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Greater Dublin Area Transport Strategy.</i>	The Proposed Scheme does not include the construction of the Richmond Road scheme. However, the Proposed Scheme will not impact on the ability for such development to occur during the plan period.

#### 4.5.1.2 Local Area Plans / Masterplans

A portion of this section of the Proposed Scheme is adjacent to the Whitehall Framework Plan (2008), along the R132 and N1. Refer to Table 3.12 for a detailed review of the Framework plan objectives. It is noted that the Whitehall Framework Plan is circa 15 years old and is not specifically referenced within the DCDP 2022-2028. However, no reference can be found to the plan being revoked and whilst it is dated and refers to superseded guidance some of the key policies/objectives have been set out to demonstrate that the Proposed Scheme does not negatively impact upon the aims of the plan.

**Table 4.9: Objectives from the Whitehall Framework Plan 2008**

Section	Policy Reference	Policy / Objective	Proposed Scheme Response
2.3	Policy T1	<i>It is the policy of Dublin City Council to support the sustainability principles set out in the National Spatial Strategy, Dublin Transportation Office's "A Platform for Change" and the Regional Planning Guidelines for the Greater Dublin Area and ensure that land use and zoning are integrated with transportation, especially along transportation corridors/ nodes and at Prime Urban Centres. Dublin City Council commits itself to the objective of identifying the specific lands required or likely to be required for the transportation and related infrastructure needs of the city (including but not limited to lands required or likely to be required for new or modified bus routes, cycle lanes, paths, roads, bridges, parking facilities, Park and Ride infrastructure, light rail, rail and metro links) during the period of the next Development Plan from 2011 – 2017 and to the creation of a new zoning for such lands to be included in the next Plan. The development plan encourages the use of more sustainable forms of transport e.g. public transport and cycling.</i>	The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Furthermore, the Proposed Scheme will provide the benefit of segregated cycling facilities. These high-quality cycle tracks will be typically 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys.  The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.
2.3	Policy T2	<i>It is the policy of Dublin City Council to encourage modal change from private car use towards increased use of more sustainable forms of transport such as public transport, cycling, and walking, and by encouraging teleworking and carpooling and car-sharing.</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.

Section	Policy Reference	Policy / Objective	Proposed Scheme Response
2.3	Policy T5	<i>It is the policy of Dublin City Council to give priority to improved pedestrian and cycling facilities both within the inner city and the outer city as part of an integrated approach to the management of movement, and to consult with stakeholders in the provision of cycling facilities with regard to the implementation of the proposed cycle network and future long term planning in this area.</i>	The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks help to reduce dependency on private car use for short journeys.  The design of each junction has given priority to pedestrian, cycle, and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
5	Vision	<i>A new neighbourhood focus within the city, well connected to its surroundings with new pedestrian and cycle links and good accessibility to public transport and facilities for existing and future residents.</i>	The Proposed Scheme aligns with the objective as it will promote higher density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.

#### 4.5.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

#### 4.5.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022-2028 (DCC 2022), as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may potentially be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

## 4.6 Botanic Avenue to Granby Row

### 4.6.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP 2022-2028 (DCC 2022). (For a detailed description of the zonings refer to Table 2.2 Appendix 1 (Local Policy) of this report.

There is no construction compound within this section of the Proposed Scheme.

The application boundary that incorporates the proposed works runs parallel to lands within the following zoning objectives outlined in Table 4.10.

**Table 4.10: Zoning Objectives Potentially Affected by the Proposed Scheme**

Planning Authority	Zoning Objective	Objective
Dublin City Council	Zone Z4 - Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities</i>
	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Z11 - Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>
	Zone Z15 - Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>

Planning Authority	Zoning Objective	Objective
	Z8 - Georgian Conservation Areas	To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.
	Z5 - City Centre	To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

#### 4.6.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2022-2028 (DCC 2022). These are set out in Table 4.11.

**Table 4.11: Map Based Objectives**

Map Based Objective	Description	Scheme Response
Site / Zone of Archaeological Interest	<i>Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment</i>	In areas of archaeological potential there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Conservation Areas	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. Refer to Chapter 15 (Archaeological & Cultural Heritage), Chapter 16 (Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further information.
Architectural Conservation Areas	<i>Architectural Conservation Areas: of which there are presently 21 designated and are intended to preserve the character of townscapes that are of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest.</i>	The O'Connell and Environs ACA will experience a Negative, Moderate and Temporary/Short-Term potential impact during the construction and operation of the Proposed Scheme. However, following mitigation there will be no significant residual impacts to this ACA. Refer to Chapter 16 (Architectural heritage) for more detailed information.
SDRA 10 Dominick Street	The DCDP 2022-2028 sets out at section 2.3.12 that, <i>'guiding principles are provided, setting out how to optimise the potential to deliver the residential, employment and recreational needs of the city'</i> <i>Guiding Principles Include:</i> <i>Dominick Street will be re-invented as a civic space with a high-quality public realm for its entire length, widened paving and planting where feasible. Redevelopment to the west of Dominick Street shall allow for a public space/ plaza to Dominick Lane</i>  <i>A high-quality public realm will be promoted for Dominick Street Lower, new side streets and new areas of civic space to encourage pedestrian movement through the scheme. The quality of new streetscapes shall reflect the civic importance of the location within the city centre</i>  <i>New development will integrate positively with the proposed new Luas cross-city line, taking advantage of this strategic public transport network</i>	The Proposed Scheme will facilitate enhanced access to Dominick Street.



#### **4.6.1.2 Local Area Plans / Masterplans**

There are no Local Area Plans / Masterplans in this section of the Proposed Scheme.

#### **4.6.1.3 Planning History**

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

#### **4.6.1.4 Proposed Scheme Response**

The Proposed Scheme is consistent with the policies and objectives of DCDP 2022-2028 (DCC 2022), as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may potentially be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

## 5. EIAR Structure and Summary of Assessment

### 5.1 EIA Structure and Summary of Assessment

The EIAR includes four volumes and is structured as set out below.

**Table 5.1: EIAR Structure and Summary of Assessment**

<b>EIAR Chapter</b>	<b>Summary Descriptive Text</b>	<b>Assessment Outcome</b>
<b>Volume 1: Non-Technical Summary</b>		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
<b>Volume 2: Main Report</b>		
Chapter 1 - Introduction	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 - Need for the Proposed Scheme	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 – Consideration of Reasonable Alternatives	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	N/A
Chapter 4 – Proposed Scheme Description	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 - Construction	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme. The CEMP sets out how the construction works will be delivered in a logical, sensible and safe sequence and incorporates specific environmental control which will ensure environmental protection during the Construction Phase of the Proposed Scheme.
Chapter 6 – Traffic & Transport	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concludes that the impact during the Construction Phase will be Negative, Slight to Moderate, and Temporary in nature with the application of the proposed mitigation measures described above. The impacts assessed for the Operational Phase determines how the Proposed Scheme integrates within the existing network and changes to traffic flows in the direct and indirect study area.</p> <p>The Proposed Scheme will deliver strong positive impacts to the quality of pedestrian, cycling and bus infrastructure during the Operational Phase, improving people movement in line with the scheme objectives. These</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>improvements will help to provide attractive alternatives to the private car and promote changes from the use of private cars to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the sustainable movement of people as population and employment levels grow in the future. The scheme design has been developed with cognisance of the relevant accessibility guidance and universal design principles so as to provide access for all users. The impacts to general traffic and parking / loading, including the mitigation measures are incorporated into the Proposed Scheme and no further mitigation measures are required to be considered.</p> <p>Additional analysis undertaken using the Proposed Scheme models has shown that the new bus infrastructure facilitates a significant level of resilience for bus services that will use the Proposed Scheme, from implementation into the future. The Proposed Scheme will provide a higher level of protection to bus journey time consistency and reliability and will allow the service pattern and frequency of bus services to be increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability or the operation of cycle and pedestrian facilities.</p>
Chapter 7 - Air Quality	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Air quality impacts associated with Construction Phase traffic and changes in traffic flows have also been assessed. The assessment concluded that Construction Phase traffic emissions will be Neutral, Short-Term in nature and therefore the impact on air quality will not be significant.</p> <p>The assessment of potential air quality impacts associated with road traffic impacts on local ecological receptors was assessed as Negative, Slight, Short-Term post mitigation and monitoring.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be neutral and short-term in nature, and with the application of the proposed mitigation measures, the impact on air quality will not be significant.</p> <p>The impacts assessed for the Operational Phase include the potential air quality impacts associated with changes to traffic flows along the Proposed Scheme due to realigned traffic lanes and traffic flows. Moderate adverse impacts are predicted on the R101 North Circular Rd and the R108 Phibsborough Road. However this is a result of high baseline pollutant concentrations alongside an increase in traffic flows at this location as a result of the Proposed Scheme. With vehicle emission technology improving, it is anticipated that impacts associated with the Proposed Scheme in this location would be short-term. In general, the impacts associated with the Operational Phase traffic emissions are predicted to be overall neutral and long-term.</p>
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment of significance for the construction phase of the Proposed Scheme is deemed to have a minor adverse impact given that the construction phase emissions are equivalent to an annualised total of 0.007% of Ireland's non-ETS 2020 target and 0.047% of the 2030 Transport Emission Ceiling. The potential impact to climate due to embodied carbon emissions during the Construction Phase, prior to mitigation, will be Negative, Minor and Short-Term.</p> <p>The Operational Phase traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Positive, Minor and</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Positive, Minor and Permanent. Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net GHG emissions will be Positive, Minor and Permanent.</p>
<p>Chapter 9 – Noise &amp; Vibration</p>	<p>The Noise &amp; Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.</p>	<p>Following the application of these mitigation measures, all key Construction Phase residual noise levels will be Not Significant, whilst meeting the Proposed Scheme objectives.</p> <p>Once operational, there will be a Direct, Positive, Imperceptible to Slight impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</p> <p>During the Opening Year (2028), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During this initial short to medium term phase, an Indirect, Neutral, Imperceptible and Short to Medium-Term impact to Indirect, Negative, Moderate and Short to Medium-Term impact is calculated.</p> <p>During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, residual impacts are calculated as Indirect, Positive, Imperceptible and Long-Term to Indirect, Negative, Slight to Moderate and Long-Term.</p> <p>The results of the noise assessment for the Operational Phase confirms that with the introduction of the various measures included as part of the Proposed Scheme, a reduction in traffic noise can be achieved along the Proposed Scheme where highest existing traffic noise levels are experienced. The various design measures associated with the Proposed Scheme also align with the various intervention measures recommended within the World Health Organisation Environmental Noise Guidelines to reduce traffic noise exposure across populations.</p> <p>There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the Proposed Scheme objectives.</p>
<p>Chapter 10 - Population</p>	<p>The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The impacts on population assessed for the Construction and Operational Phases include:</p> <ul style="list-style-type: none"> <li>• Indirect amenity impacts on community facilities and commercial businesses from a combination of residual air, noise, traffic and visual impacts. Direct amenity impacts on commercial businesses that may impact on business viability;</li> <li>• Temporary and permanent land acquisition from residential properties, community</li> </ul>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>facilities and commercial businesses including reduction of front garden areas, driveways, private landings and private parking spaces; and</p> <ul style="list-style-type: none"> <li>Changes in accessibility for walkers, cyclists, bus users and private vehicles along the Proposed Scheme and in the surrounding road network as a result of construction traffic, diversions and traffic management measures during the Construction Phase and redistributed general traffic during the Operational Phase.</li> </ul> <p>The community assessment concluded that there will be a Negative, Significant, Temporary / Short-Term impact on residential receptors due to land take and a Negative, Moderate to Significant but Short-Term impact on community receptors; Rotunda Hospital and Mater Private Hospital in the Construction Phase.</p> <p>The economic assessment concluded that there will be a Negative, Profound impact on a commercial building, Mini Fix, at Collinstown Cross during the Construction Phase.</p> <p>There are also a number of Negative, Moderate, Short-Term impacts predicted with respect to community and commercial accessibility during the Construction Phase.</p> <p>During the Operational Phase Positive, Neutral to Not Significant, Long-Term impacts are expected on the community and commercial amenity of the Proposed Scheme. Long-Term, Positive, Not Significant to Profound impacts are predicted on community and commercial accessibility for pedestrians, cyclists and bus users.</p> <p>There are Negative, Profound, Long-Term Operational Phase impacts predicted due to community land take (Mini Fix commercial building at Collinstown Cross).</p> <p>There are also some localised Negative, Slight, Long-Term, impacts predicted with respect to accessibility for private vehicles during the Operational Phase, particularly in the Sean McDermott Street area.</p> <p>The improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors.</p>
Chapter 11 – Human Health	The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.	The inclusion of bus priority measures and improvements to pedestrian and cyclist infrastructure will support safer and more equitable access for those who do not or cannot



EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>use a car. This is expected to have positive impacts on health, by addressing these wider determinants and health inequalities. In addition, the urban environment would be improved and easier to use for a wider variety of pedestrians, including the visually impaired, wheelchair users and the persons with mobility impairment. No other health hazards or health outcomes have been identified as relevant for the Operational Phase of the Proposed Scheme.</p>
Chapter 12 - Biodiversity	<p>The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.</p> <p>The assessment concluded that there will be no significant impacts on habitats, rare and protected plant species, mammals, amphibians, reptiles, and fish during the Operational Phase.</p> <p>In addition, potential impacts on designated European sites are specifically assessed in the Natura Impact Statement (NIS), which also forms part of this application. The conclusion of the NIS is that the Proposed Scheme will not have any adverse effect on the integrity of any European site.</p>
Chapter 13 - Water	<p>The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Following the implementation of the mitigation measures no significant impacts are anticipated on any water body as result of the Construction Phase of the Proposed Scheme.</p> <p>During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected waterbodies, using a combination of sustainable drainage systems in the form of swales, filter drains and attenuation ponds and tanks, which also reduce the potential risks to water quality from routine road contaminants.</p> <p>In the Operational Phase the infrastructure (including the sustainable drainage systems) will be maintained by the Local Authorities and will be subject to their management procedures. No additional mitigation is required, and no residual impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.</p>
Chapter 14 – Land, Soils, Geology & Hydrology	<p>The Land, Soils, Geology &amp; Hydrology Chapter considered the potential land, soils, geology &amp; hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate mitigation measures will be implemented to avoid or reduce negative impacts on land, soils, geology and hydrogeology during the Construction Phase. It is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology.</p> <p>The impacts assessed during the Operational Phase include the potential land, soils, geology and hydrogeology impacts associated with changes to water supply and the pollution of groundwater and watercourses.</p> <p>In the Operational Phase the infrastructure will be maintained by the Local Authority and will be subject to their management procedures to ensure that the correct</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>measures are taken in the event of any accidental spillages and this will reduce the potential for any impact. It is predicted that there will be no residual operational impacts on land, soils, geology and hydrogeology.</p>
<p>Chapter 15 –                      Archaeological &amp; Cultural Heritage</p>	<p>The Archaeological &amp; Cultural Heritage Chapter considered the potential archaeological &amp; cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>There is the potential for the discovery of previously unknown below ground archaeological features, materials, and deposits along the Proposed Scheme. Such works may also result in temporary negative impacts on the settings of the upstanding national monuments for the duration of the works.</p> <p>The mitigation measures proposed to avoid or reduce negative impacts on archaeological and cultural heritage during the Construction Phase include the provision for and funding of the necessary archaeological monitoring, inspection and excavation works that will be required prior to and during construction.</p> <p>There will be no Operational Phase impacts as a result of the Proposed Scheme and no mitigation is required.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual negative impacts on archaeological and cultural heritage.</p>
<p>Chapter 16 –                      Architectural Heritage</p>	<p>The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The main potential impacts on architectural heritage during the Construction Phase will include:</p> <ul style="list-style-type: none"> <li>• Direct impacts to the boundaries (walls, railings etc.) and entrance gates of protected structures and other architectural heritage features where road widening is required;</li> <li>• Direct impacts to street furniture (i.e. lamp posts, post boxes, statues etc.) due to land acquisition, construction works to pavements, changes in the layout of footpaths and landscaping works;</li> <li>• Indirect impacts as a result of the potential for damage to sensitive structures in areas where the construction works for the Proposed Scheme come into close contact with these structures;</li> <li>• Indirect impacts as a result of the potential for damage to protected structures due to increased vibration from construction vehicles; and</li> <li>• Visual impacts on the setting of protected structures or buildings or structures of architectural heritage interest, historic streetscapes and views which will temporarily impact on their settings during the Construction Phase.</li> </ul> <p>The measures proposed to avoid or reduce negative impacts on architectural heritage during the Construction Phase include:</p> <ul style="list-style-type: none"> <li>• Appropriate recording, protection, removal, storage and reinstatement of boundaries and street furniture;</li> </ul>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<ul style="list-style-type: none"> <li>The retention or replacement of trees along the Proposed Scheme; and</li> <li>Careful consideration of shelter bus stops to avoid impacting on the settings of important architectural heritage features, where possible.</li> </ul> <p>The main potential impacts on architectural heritage during the Operational Phase will be:</p> <ul style="list-style-type: none"> <li>Impacts associated with visual changes on architectural heritage resources (including from the proposed locations of bus shelters), as well as impacts on the setting of these resources due to traffic changes. New paving, new tree planting and landscaping will generally have a positive impact on the historic environment and character of streets along the Proposed Scheme; and</li> <li>Impacts where the Proposed Scheme requires physical changes to, or the repositioning of, heritage features.</li> </ul> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual negative impacts on architectural heritage.</p>
<p>Chapter 17 – Landscape (Townscape) &amp; Visual</p>	<p>The Landscape (Townscape) &amp; Visual Chapter considered the potential landscape (townscape) &amp; visual impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate measures to avoid or reduce negative landscape (townscape) and visual impacts during the Construction Phase will be implemented, including ensuring that trees and vegetation to be retained within and adjoining the works area will be protected. Works required within the root protection area (RPA) of trees to be retained will follow a project specific arboricultural methodology for such works.</p> <p>While mitigation for the Construction Phase is focused on protecting any landscape features that are to be kept and providing as much visual screening from construction works as possible, it will not be possible or practical to mitigate against impacts on landscape (townscape) and visual characteristics resulting from the removal of mature trees to facilitate construction.</p> <p>With the implementation of the proposed mitigation measures, it is expected that, during the Operational Phase, there will be Positive, Moderate / Significant, Long-Term impacts on the townscape areas from Botanic Avenue to Granby Row and Positive, Moderate, Long Term impacts from Northwood Avenue to Shantalla Road and Shantalla Road to Botanic Avenue.</p> <p>There will be a Moderate, Negative, Long Term impacts on Thatched Cottage, Collinstown, Swords Road and the River Tolka Conservation Area. On residential properties in permanent acquisition, there will be Negative, Moderate, Long- Term impacts. There will be Positive Moderate, Long-Term impacts on Amenity Designations and Residential Conservation Areas along the Proposed Scheme.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 18 – Waste & Resources	The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The main potential impacts on waste and resources during the Operational Phase will be waste generated from road maintenance activities following completion of the Construction Phase. Maintenance operations will be undertaken under the jurisdiction of the Local Authority and in accordance with their waste management plans. No additional mitigation or monitoring measures are considered necessary. The quantity of bitumen containing material generated, during the Operational Phase, over the assumed lifetime of the Proposed Scheme (assumed to be 60 years), will increase, compared to the Do Nothing scenario, by approximately 6,000 tonnes. The predicted impact of operational construction and demolition waste will be Adverse, Not Significant and Long-Term.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual significant impacts on waste and resources.</p>
Chapter 19 – Material Assets	The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the proposed mitigation measures there will be no significant residual impacts on material assets as a result of the construction of the Proposed Scheme.</p> <p>The main operational elements that are likely to result in potential impacts on material assets will include:</p> <ul style="list-style-type: none"> <li>• The requirement for electricity connections for new lighting, for bus stop information and for junction signalling; and</li> <li>• The requirement for telecommunications connections at bus stops which contain real time passenger information, to allow the buses and the real time information to sync up with each other.</li> </ul> <p>There will be no significant Operational Phase impacts on utility infrastructure. Due to the measures included in the design of the Proposed Scheme and the fact that there are minimal impacts predicted during the Operational Phase, no specific mitigation measures are required.</p>
Chapter 20 – Risk of Major Accidents and / or Disasters	The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.	<p>Appropriate mitigation measures will be implemented during the Construction Phase. Once these mitigation measures are applied, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant risks were identified as likely to occur during the Operational Phase.</p>
Chapter 21 – Cumulative Impacts & Environmental Interactions	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	<p>For the Construction Phase, a combined worst-case scenario was considered, with the simultaneous construction of all the BusConnects Core Bus Corridor Schemes. Traffic modelling of this scenario identified the potential for cumulative impacts on the wider road network, including local and residential roads. For this reason, it is not considered feasible or acceptable to construct all 12 schemes at the same time. Consequently, an alternative scenario was developed to identify a more</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>realistic worst-case scenario for the traffic-related cumulative effects assessment. This scenario proposes a limitation on the number of schemes that can be constructed concurrently. This scenario was considered, in combination with the other identified major infrastructure project and major developments which could directly interface with the Proposed Scheme with regard to traffic and transport. No likely significant cumulative effects relating to traffic and transport are predicted, over and above the effects of the Proposed Scheme assessed in isolation.</p> <p>The Biodiversity assessment identified potential for significant residual cumulative effects with regard disturbance and displacement of non-SCI breeding birds during construction and habitat loss for some projects in conjunction with the Proposed Scheme. However, these cumulative effects will be at the local geographic scale and short-term.</p> <p>The Landscape (Townscape) and Visual found there will be potential for localised, moderate, temporary in-combination indirect townscape and visual cumulative effects to occur with other projects should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme. Effects would be reduced or negligible if this is not the case. In most cases the potential impacts are likely to be localised and contained, due to enclosing effect of the surrounding built form.</p> <p>For the MetroLink project, should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme, there is potential for localised, significant, temporary cumulative townscape/visual effects due to the parallel nature of this project and the northern end of the Proposed Scheme. However, these effects would be limited to any above ground works associated with construction of station access points for MetroLink. If no nearby above ground works, cumulative effects would be not significant.</p> <p>No other significant construction related cumulative effects were identified from the Proposed Scheme in combination with other projects (including the other Core Bus Corridor Schemes) over and above those identified in the standalone assessments.</p> <p>For Operational Phase impacts, the assessments assume all 12 proposed Bus Corridor Schemes would be operational, along with other identified projects and Greater Dublin Area Strategy projects included in the Do Minimum and Do Something scenarios. For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a Long-Term, Profound Positive cumulative effect on People Movement by sustainable modes. The Core Bus Corridor schemes are seen to enable significant improvements in People Movement by sustainable modes along the direct Core Bus Corridor</p>



EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>routes, particularly by bus and cycling, with reductions in car mode share due to the enhanced sustainable mode provision. The Proposed Scheme and the other 11 Core Bus Corridor schemes provide for enhanced integration and efficiencies for all public transport modes by facilitating substantial increases in public transport average network wide travel speeds.</p> <p>The Core Bus Corridor Infrastructure Works will also support the delivery of government strategies outlined in the 2023 Climate Action Plan and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system. The Core Bus Corridor Infrastructure Works will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce greenhouse gas emissions.</p> <p>Based on the analysis outlined in the assessment, it is concluded that the Core Bus Corridor Infrastructure Works achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Core Bus Corridor Infrastructure Works has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 105,500 and 209,100 car trips per weekday from the road network in 2028 and 2043 respectively. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan. It is concluded that, cumulatively, the Core Bus Corridor Infrastructure Works will make a significant contribution to carbon reduction.</p> <p>The only other significant operational cumulative impacts identified over and above the standalone scheme relate to human health. It was assessed that the proposals for the cycle network, the DART+ Coastal South project, MetroLink, and the other 11 Core Bus Corridor schemes and the Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging active travel and increased use of public transport through offering a choice of routes. Due to the substantial size of overall population with the opportunity to benefit from the proposals, the effect is assessed as Positive, Very Significant and Long-Term for health.</p> <p>Significant environmental interactions occur between the topics of population, human health, air quality, noise and vibration and traffic and transport. The assessments made for each of those topics consider those interactions both directly and indirectly. As an environmental factor, landscape and visual considerations have natural relationships with all other environmental factors. Some are direct relationships, e.g. population and visual impacts; biodiversity and landscape; land, soils and water and landscape; or the setting around features of cultural</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>heritage etc. Others may be indirect, e.g. human health, air quality and landscape, material assets and landscape and visual aspects. Wherever possible these potential interactions have been incorporated into the relevant assessments.</p> <p>In brief, the Proposed Scheme will address sustainable mode transport infrastructure deficits while contributing to an overall integrated sustainable transport system as proposed in the GDA Strategy. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people availing of public transport due to the faster journey times and reliability improvements which the Proposed Scheme provides. This in turn will support the potential to increase the bus network capacity of services operating along the corridor and thereby further increasing the attractiveness of public transport. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher levels of future population and employment growth.</p>
Chapter 22 – Summary of Mitigation	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A
Chapter 23 – Summary of Significant Residual Impacts	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during construction and operational phases.	N/A

## 5.1.1 Other Requirements

### 5.1.1.1 Water Framework Directive (WFD) Assessment

A Water Framework Directive (WFD) Compliance Assessment was carried out on the Proposed Scheme (Appendix 13.1 in Volume 4 of the EIAR).

Taking into consideration the anticipated impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, following the implementation of design and mitigation measures, it is concluded that it will not compromise progress towards achieving Good Ecological Status (GES) or cause a deterioration of the overall Good Ecological Potential (GEP) of any of the water bodies that are in scope. Therefore, the Proposed Scheme does not require assessment under Article 4.7 (Table 5.18).

**Table 5.18: Compliance of the Proposed Scheme with the Environmental Objectives of the WFD**

Environmental Objective	Proposed Scheme	Compliance with the WFD Directive
No changes affecting high status sites	No water bodies identified as high status	Yes
No changes that will cause failure to meet surface water Good Ecological Status	After consideration as part of the detailed compliance assessment, the Proposed Scheme will not cause	Yes

Environmental Objective	Proposed Scheme	Compliance with the WFD Directive
(GES) or Good Ecological Potential (GEP) or result in a deterioration of surface water GES or GEP	deterioration in the status of the water bodies during construction following the implementation of mitigation measures; during operation, no significant impacts are predicted.	
No changes which will permanently prevent or compromise the Environmental Objectives being met in other water bodies	The Proposed Scheme will not cause a permanent exclusion or compromise achieving the WFD objectives in any other bodies of water within the River Basin District.	Yes
No changes that will cause failure to meet good groundwater status or result in a deterioration in groundwater status.	The Proposed Scheme will not cause deterioration in the status of the of the groundwater bodies.	Yes

The WFD also requires consideration of how a new scheme might impact on other water bodies and other EU legislation. This is covered in Article 4.8 and Article 4.9 of the WFD.

Article 4.8 states: *'a Member State shall ensure that the application does not permanently exclude or compromise the achievement of the objectives of this Directive in other bodies of water within the same river basin district and is consistent with the implementation of other Community environmental legislation'*.

All water bodies within the study area have been assessed for direct impacts and indirect impacts. The assessment concludes that the Proposed Scheme will not compromise the achievement of the objectives of the WFD for any water body. In addition, the Proposed Scheme has been assessed for the potential for cumulative impacts with other proposed developments within 1km of the Study Area. This concludes that in combination with other proposed developments, the Proposed Scheme will not compromise the achievement of the objectives of the WFD for any water body. Therefore, the Proposed Scheme complies with Article 4.8.

Article 4.9 of the WFD requires that *'Member States shall ensure that the application of the new provisions guarantees at least the same level of protection as the existing Community legislation'*.

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (hereafter referred to as the Habitats Directive) promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. There are European designated sites in the vicinity of the Proposed Scheme which have been assessed and are presented in the Natura Impact Statement (NIS). The NIS is a standalone document included in the planning application for the Proposed Scheme. It concludes that the Proposed Scheme will not lead to a deterioration in the features of any designated site. The Proposed Scheme is not considered to be a risk to designated habitats, and therefore, is compliant with the Habitats Directive.

Council Directive of 12 December 1991 concerning the protection of waters against pollution caused by nitrates from agricultural sources (91/676/EEC) (hereafter referred to as the Nitrates Directive) aims to protect water quality by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Scheme will not influence or moderate agricultural land use or land management.

The revised Directive 2006/7/EC of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC (hereafter referred to as the rBWD) was adopted in 2006, updating the microbiological and physico-chemical standards set by the original Bathing Water Directive (BWD) (76/160/EEC) and the process used to measure / monitor water quality at identified bathing waters. The rBWD focuses on fewer microbiological indicators, whilst setting higher standards, compared to those of the original directive. Bathing waters under the rBWD are classified as excellent, good, sufficient or poor according to the levels of certain types of bacteria (*intestinal enterococci* and *Escherichia coli*) in samples obtained during the bathing season (May to September). The Proposed Scheme will not impact any designated bathing waters as there are none less than 2km from the Proposed Scheme. It is therefore compliant with the revised BWD.

### 5.1.1.2 Conclusion

Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status in any water body, and will not prevent it from achieving Good Ecological Status or Good Ecological Potential; there are no cumulative impacts with other developments; and it complies with other environmental legislation.

It can be concluded that the Proposed Scheme complies with all requirements of the WFD.

### 5.1.1.3 Flood Risk Assessment (FRA)

A Flood Risk Assessment (FRA) has been carried out as part of the Planning Application for the Proposed Scheme. The following provides a summary of the FRA:

The following sources and level of flood risk along the Proposed Scheme are:

- A risk of pluvial flooding due to the limited capacity of the existing highway drainage network.
- A risk of fluvial flooding from the Cuckoo Stream, Mayne River, Santry River and River Tolka to parts of the scheme.

In relation to pluvial flooding, there is a risk of pluvial flooding along the entire Swords Scheme. This is a function of the capacity of the existing surface water network, which is typically designed to contain a 20% AEP storm. It is beyond the scope of the Proposed Scheme to increase the capacity of the existing surface water network.

The Proposed Scheme will result in the creation of additional impermeable surfaces for local sections of road widening. SuDS measures have been implemented to ensure that there is no change in existing runoff rates as a consequence of the scheme. This will ensure no increase in the risk of pluvial flooding.

In relation to fluvial flooding, the Proposed Scheme is at risk from fluvial flooding from Cuckoo Stream, Mayne River, Santry River and River Tolka.

The Proposed Scheme will not affect any of the existing bridges or culverts on the Cuckoo Stream, Mayne River and Santry River where they cross the scheme. In these locations, the proposed works typically comprise reorientation of the existing highway. It is not possible to raise the level of the highway to reduce the existing level of flood risk. It is also beyond the scope of the Proposed Scheme to implement a wider flood relief scheme for the Cuckoo Stream, Mayne River or Santry River to reduce the risk of fluvial flooding from the watercourses. No works are undertaken to change the level of the road or adjacent lands that will impact the floodplain and any associated storage for any of these watercourses.

At the existing Frank Flood Bridge crossing of the River Tolka, a new bridge has been proposed upstream of the existing crossing (with the existing bridge retained). Qualitative and quantitative analysis completed for a Stage 3 Assessment carried show that the proposed bridge will not impact on flood levels for the River Tolka. This is because the flow area and soffit levels of the existing Frank Flood Bridge are significantly less and below those proposed for the new bridge respectively. This will mean that in a flood, flows will continue to be backed-up by the existing Frank Flood Bridge when its existing soffit levels are reached before the new bridge could have any hydraulic effect.

Climate change will also result in an increased risk of flooding to the Proposed Scheme due to:

- Increased river flows;
- Increased rainfall depths and intensity; and,
- Increased sea levels.

Increased rainfalls depths and intensities will increase the risk of pluvial flooding from the existing surface water drainage network. New drainage measures which installed as part of the scheme, including any SuDS, are designed to allow for future climate change.

There will be an increased risk of fluvial flooding to the Proposed Scheme as a consequence of climate change. As noted, it is not possible to reduce the current risk of fluvial flooding to the Proposed Scheme as the existing road levels need to be maintained. The Proposed Scheme will not exacerbate the impacts of climate change on the risk of fluvial flooding.

The impact of climate change on coastal flooding is not applicable to the Proposed Scheme as the current and future risk is low.

A Stage 3 Detailed Risk Assessment was considered necessary at the Frank Flood Bridge over Tolka River due to the construction of a new bridge upstream of it. Results show that there will be no change in flood risk patterns or processes as consequence of the Proposed Scheme

#### 5.1.1.4 Appropriate Assessment (AA) and Natura Impact Statement (NIS)

A screening for AA was carried out. It was determined that there is a possibility for significant effects on European Sites, and as such, an AA and NIS is required for the Proposed Scheme.

The NIS for the Proposed Scheme concluded that it will not adversely affect (either directly or indirectly) the integrity of any European Sites, either alone or on combination with other plans or projects.

### 5.1.2 Non-Statutory Public Consultations

In addition to the extensive Non-Statutory Public Consultation on the Proposed Scheme 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 the EIAR.

In addition to feedback from the non-statutory public consultation process, and with affected landowners, consultations were also undertaken with DCC and FCC. Consultation was also undertaken with the prescribed bodies and interested parties outlined in the table below, with regard to the approach to the EIAR.

**Table 5.2: Prescribed Bodies and Interested Parties**

Prescribed Bodies and Interested Parties	
An Chomhairle Ealaíon (Arts Council)	Irish Water
An Taisce	Office of Public Works (OPW)
Department of the Environment, Climate and Communications	Transport Infrastructure Ireland (TII)
Development Applications Unit (DAU) - Department of Housing, Local Government & Heritage	Waterways Ireland
Department of Transport	Geological Survey Ireland (GSI)
National Tourism Development Authority trading as Fáilte Ireland	Dublin City Council (DCC)
Health Service Executive (HSE)	Fingal County Council (FCC)
The Heritage Council	

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;
- Fingal County Council comments in relation to the BusConnects Dublin - Core Bus Corridors Infrastructure Works related to cultural heritage and landscaping / treatment of existing trees.
- 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.

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) of Chapter 1 (Introduction) in Volume 2 of this EIAR, 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.

11 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 October 2021, 153 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. In addition, a further attempt was made to contact those occupiers that had yet to make contact by visiting each property during September 2021. Where no one answered the door a letter was placed through the letterbox again requesting the occupiers to make contact with the NTA.

Most recently during October and November 2022, approximately 403 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme 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. In addition, on 3 March

2023, 14 letter drops occurred to properties that did not respond to the initial registered letters. 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.

## 5.2 References

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- DCC (2022). Dublin City Development Plan 2022-2028
- DCC (2016). The Heart of Dublin – City Centre Public Realm Master Plan
- DCC (2019). Dublin City Council Climate Change Action Plan 2019 – 2024
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- Department of Public Expenditure and Reform (2015). Building on Recovery: Infrastructure and Capital Investment Plan
- DoT (2021a). National Investment Framework for Transport in Ireland
- DoT (2021b). Statement of Strategy 2021 – 2023
- DoT (2021c). Transport Trends 2020
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- DTTAS (2009b). National Cycle Policy Framework (2009 - 2020)
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- EMRA (2019b). Dublin Metropolitan Area Strategic Plan
- European Commission (2019). European Union Green Deal 2019
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- FCC (2019b) South Fingal Transport Study 2019
- FCC (2022) Sustainable Swords Project 2022
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NTA (2015b). Permeability Best Practice Guide

NTA (2016). Transport Strategy for the Greater Dublin Area 2016 – 2035

NTA (2019). Integrated Implementation Plan 2019 – 2024

NTA (2020). Dublin Area Bus Network Map

NTA (2022a). 2022 Greater Dublin Area Cycle Network

NTA (2022b). Greater Dublin Area Transport Strategy 2022 - 2042

Regional Planning Guidelines Office (2010). Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022

RSA (2021). Road Safety Strategy 2021 – 2030

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### Directives and Legislation

Climate Action and Low Carbon Development (Amendment) Act 2021

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as amended)

Council Directive of 8 December 1975 concerning the Quality of Bathing Water (76/160/EEC)

Council Directive of 12 December 1991 concerning the protection of waters against pollution caused by nitrates from agricultural sources

Directive 76/160/EEC of 8 December 1975 concerning the quality of bathing water

Directive 2006/7/EC of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC

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

Number 14 of 1993 - Roads Act, 1993 (as amended)

Number 15 of 2008 - Dublin Transport Authority Act, 2008 (as amended)

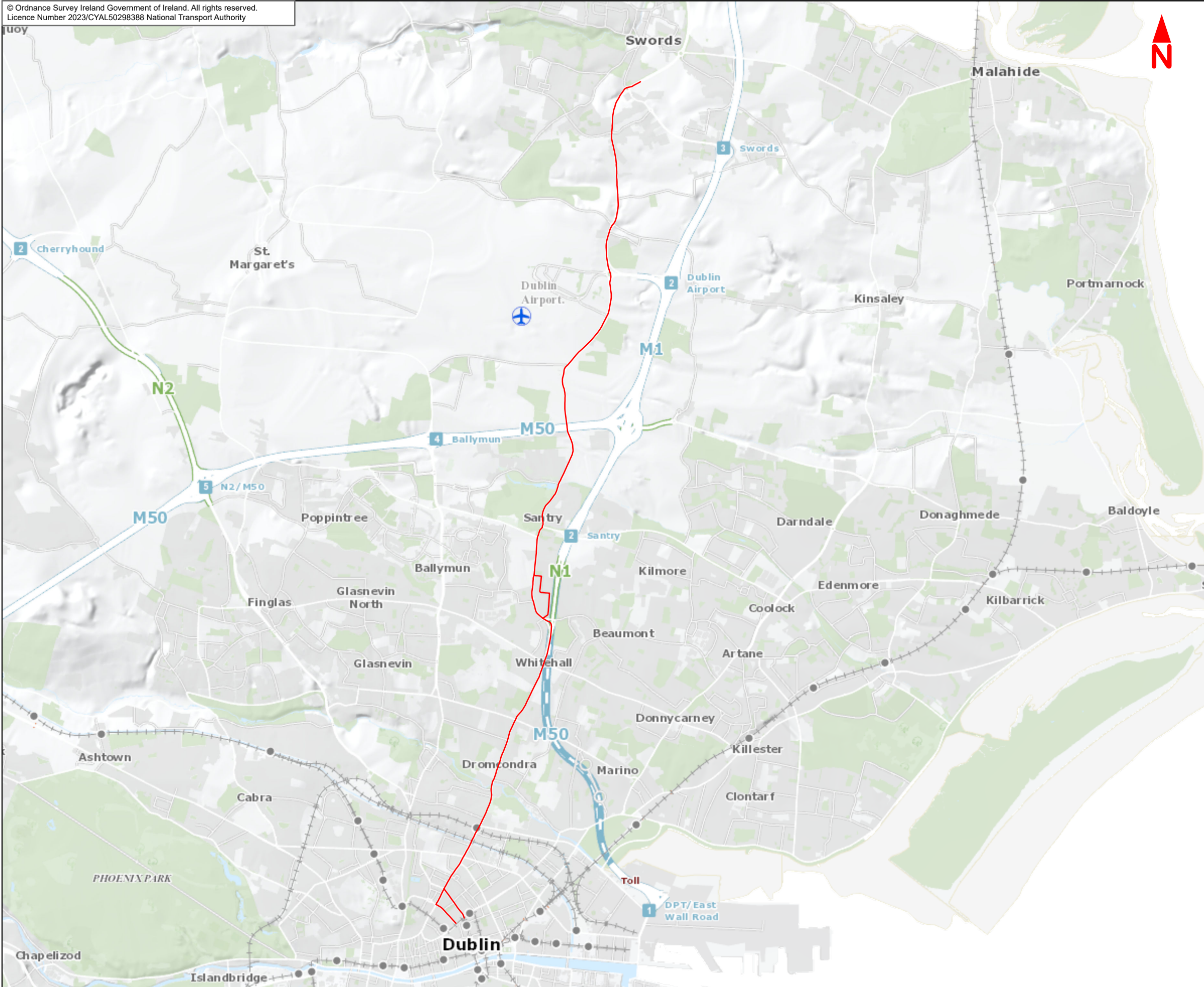
Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021, establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999

S.I. No. 119/ 1994 - Road Regulations, 1994 (as amended)



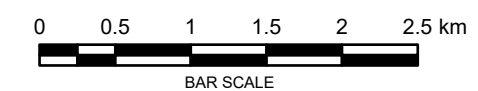
The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated rounded shapes and circles. On the right edge, there are circular elements that appear to be cut off by the page boundary. The overall style is modern and clean.

# Planning Report Figures



**Legend :**  
— Swords to City Centre Core Bus Corridor Scheme

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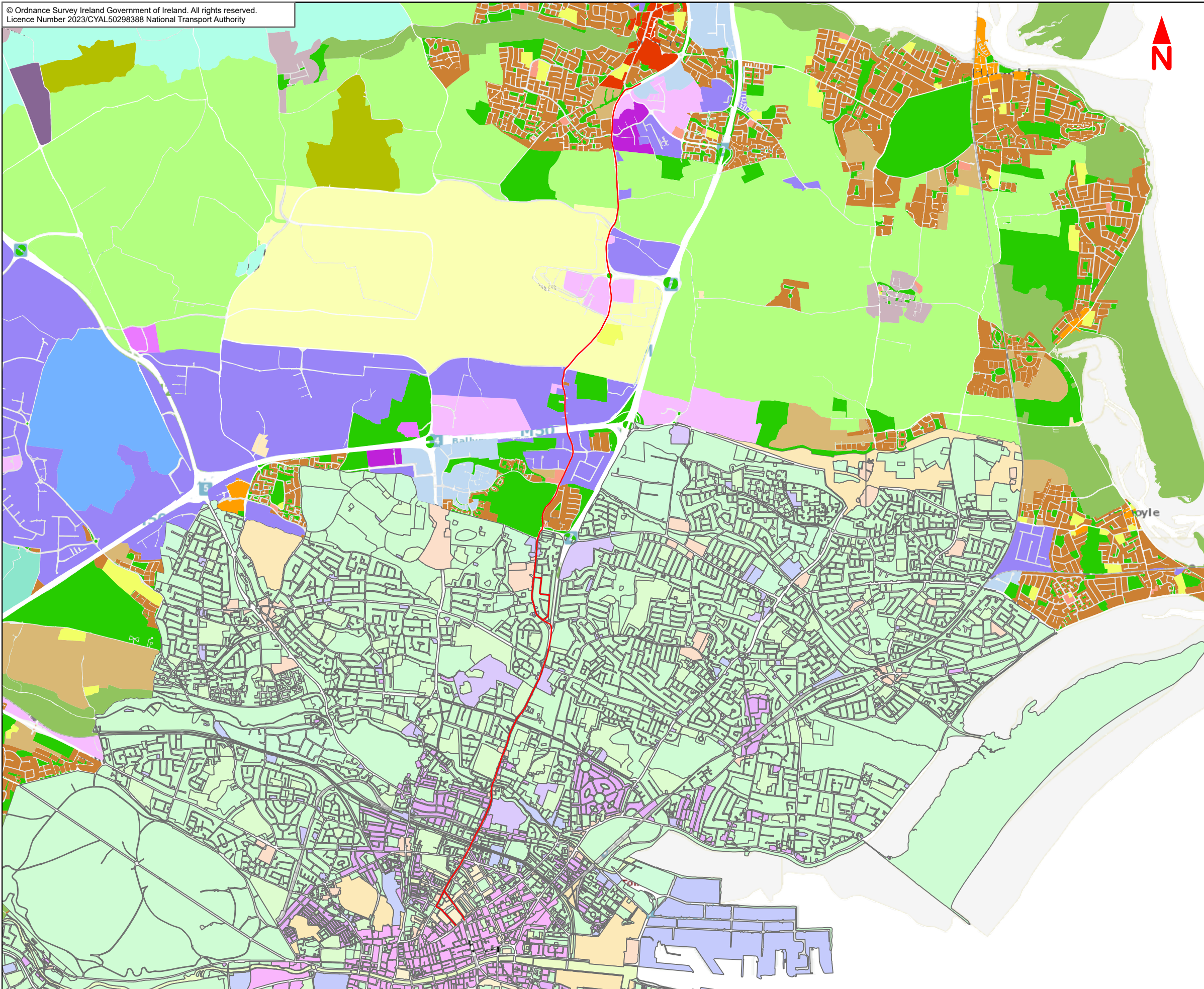
Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client  
  
 Údarás Náisiúnta Iompair  
 National Transport Authority

Consultant  


Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1A Swords Scheme Extent				
Date 24/04/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0001
Sheet Number 1 of 1		Status A	Rev M01	

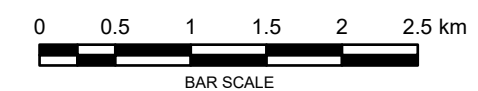




**Legend :**  
— Swords to City Centre Core Bus Corridor Scheme

- FCC Land Use Zonings**
- CI - Community Infrastructure
  - DA - Dublin Airport
  - FP - Food Park
  - GB - Green Belt
  - GE - General Employment
  - HA - High Amenity
  - HI - Heavy Industry
  - HT - High Technology
  - LC - Local Centre
  - MC - Major Town Centre
  - MRE - Metro and Rail Economic Corridor
  - NSC - National Sports Campus
  - OS - Open Space
  - RA - Residential Area
  - RB - Rural Business
  - RC - Rural Cluster
  - RS - Residential
  - RU - Rural
  - RV - Rural Village
  - RW - Retail Warehousing
  - TC - Town and District Centre
  - WD - Warehousing and Distribution

- DCC Land use Zonings**
- Objective Z1
  - Objective Z2
  - Objective Z3
  - Objective Z4
  - Objective Z5
  - Objective Z6
  - Objective Z7
  - Objective Z8
  - Objective Z9
  - Objective Z10
  - Objective Z11
  - Objective Z12
  - Objective Z14
  - Objective Z15



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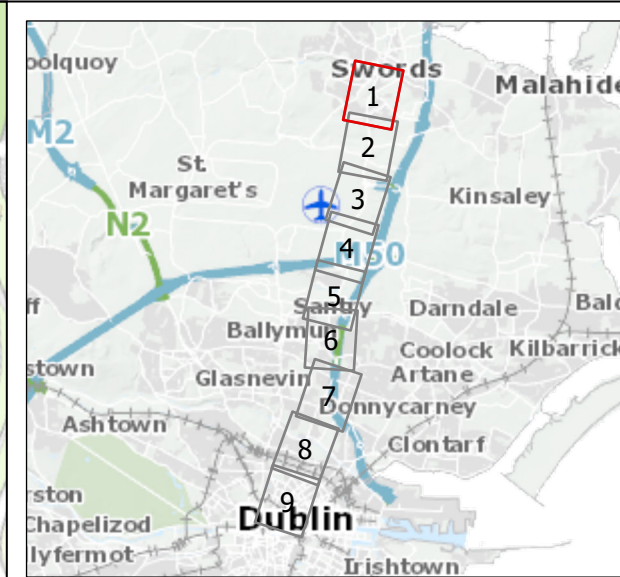


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M01	Apr 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

Client <b>NTA</b> Udarás Náisiúnta Iompair National Transport Authority		Consultant <b>JACOBS</b> <b>ARUP SYSTRA</b>		
Date 24/04/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

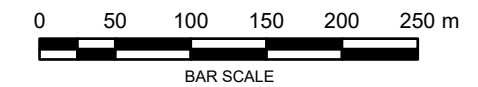
Programme Title <b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1B Swords Zoning Map				
Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0002	Sheet Number 1 of 1	Status A	Rev M01	





- Legend
- Swords to City Centre Core Bus Corridor Scheme
  - ★ Relevant Planning Application
  - Applications of Note

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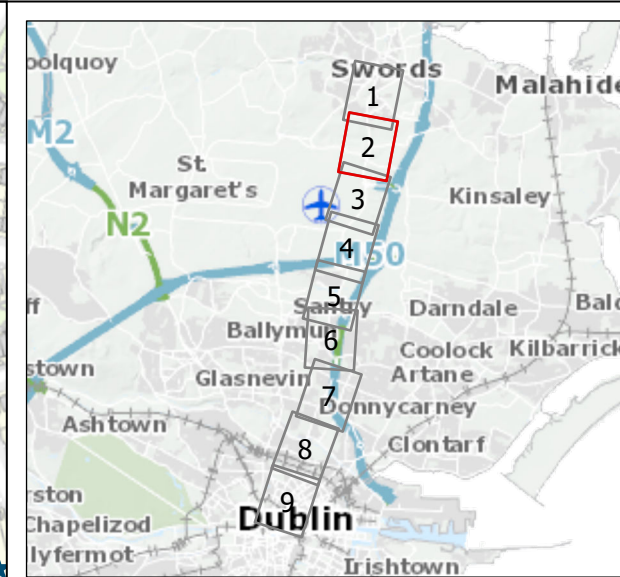
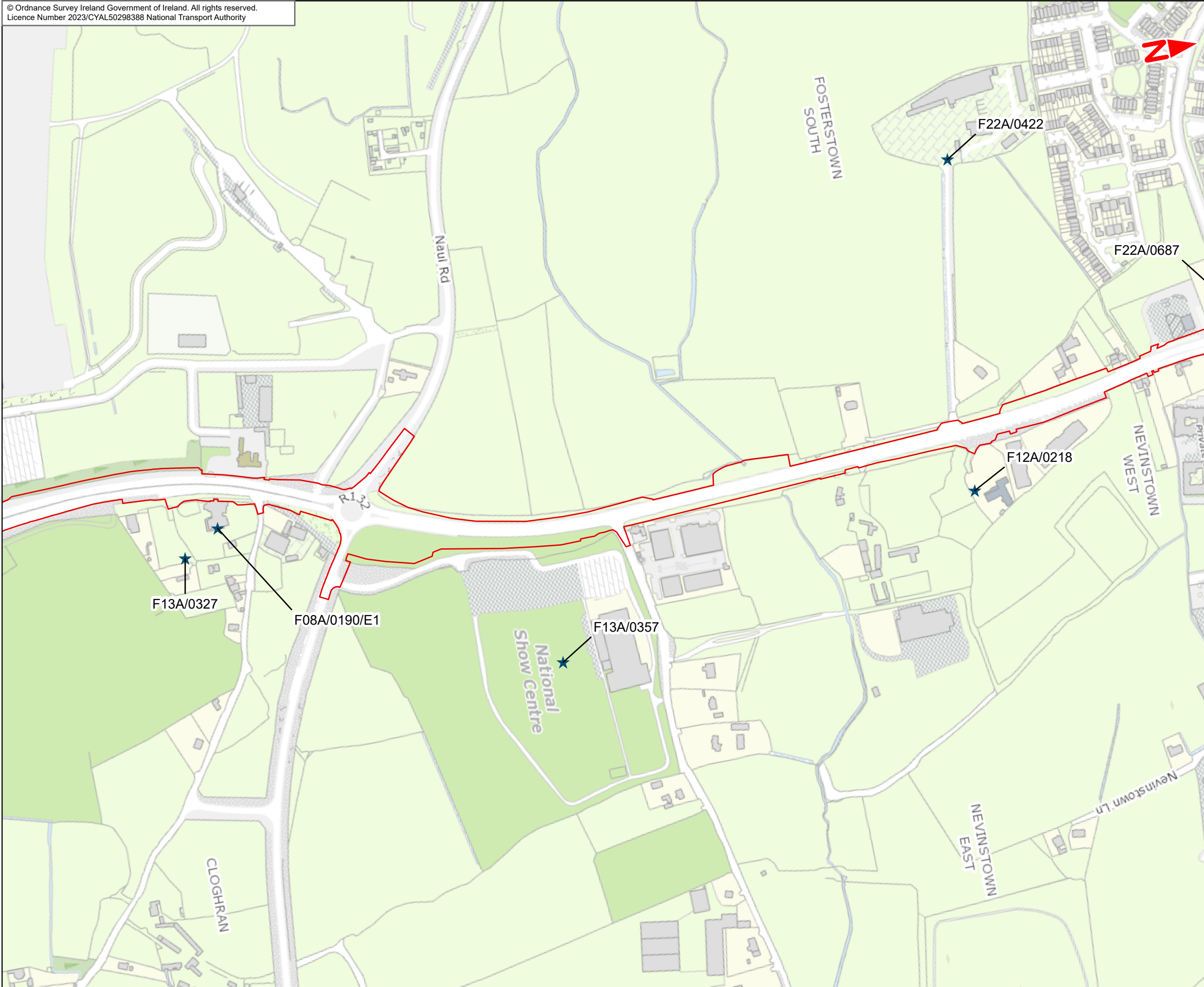


Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client <b>NTA</b> Udarás Náisiúnta Iompair National Transport Authority		Consultant <b>JACOBS</b> <b>ARUP SYSTRA</b>		
Date 24/04/2023	Scale @ A3 1:5 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

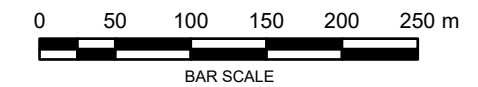
Programme Title <b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1C - Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0101	Sheet Number 1 of 9	Status A	Rev M01	





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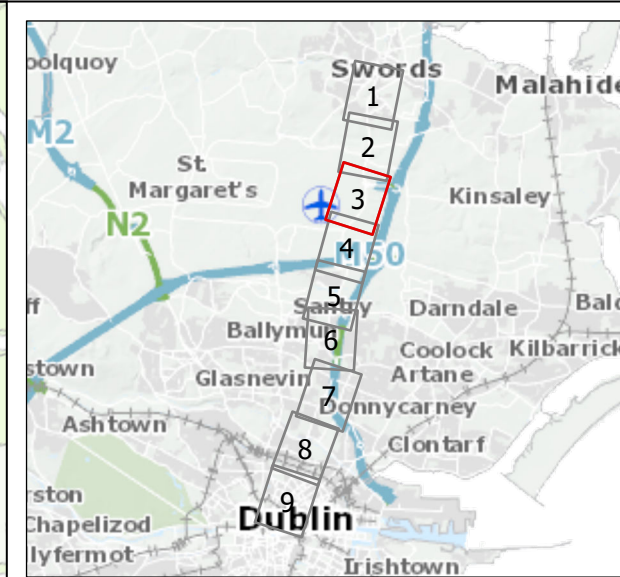
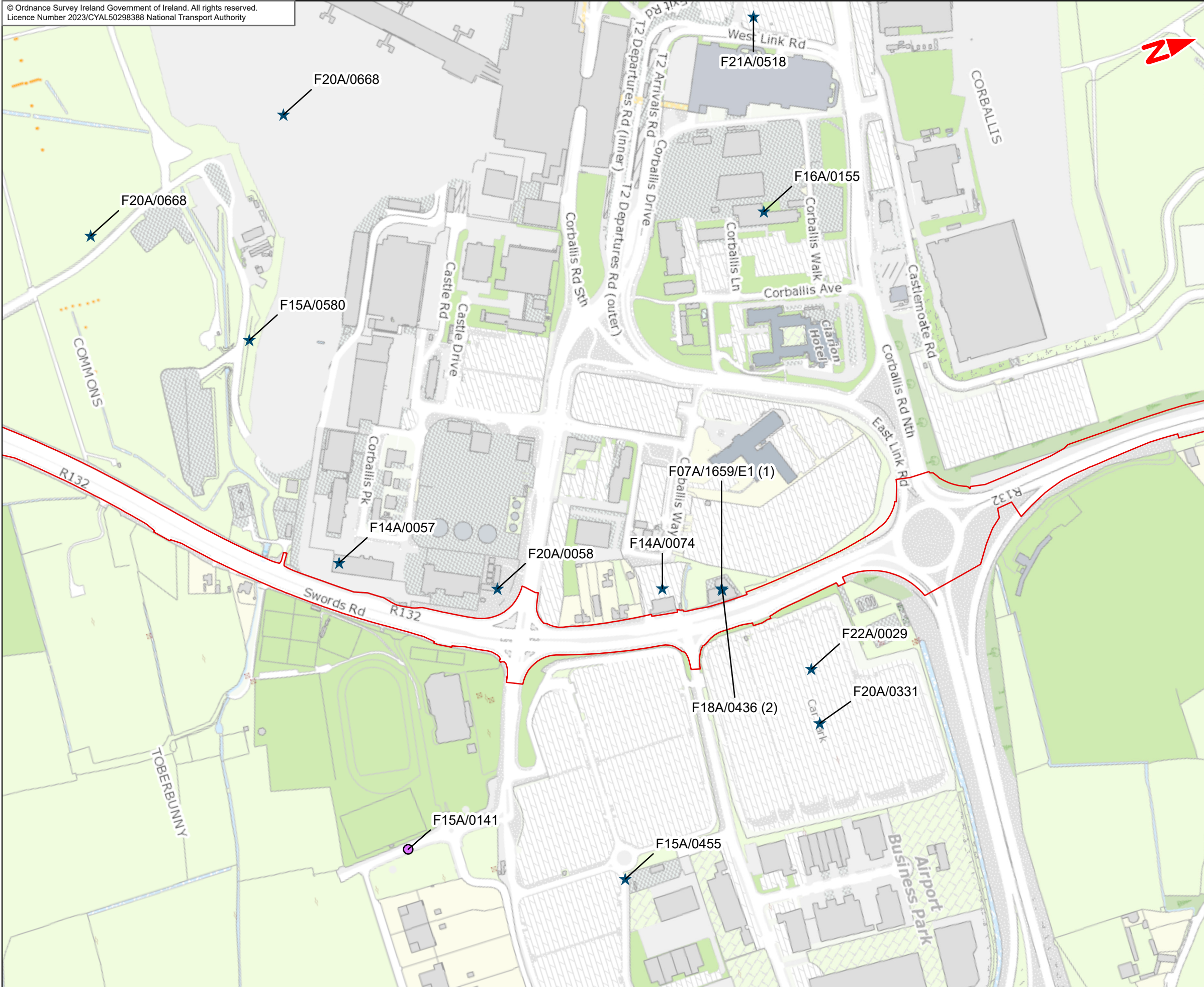
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Date	24/04/2023	Scale @ A3	1:5 000	Drawn	LF	Checked	RMcD	Approved	DK
Project Code	BCIDE	Originator Code	JAC	QMS Code					

<b>Programme Title</b> <b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
<b>Drawing Title</b> Swords to City Centre Core Bus Corridor Scheme 1D - Relevant Planning Applications			
Drawing File Name	BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0102	Sheet Number	2 of 9
Status	A	Rev	M01





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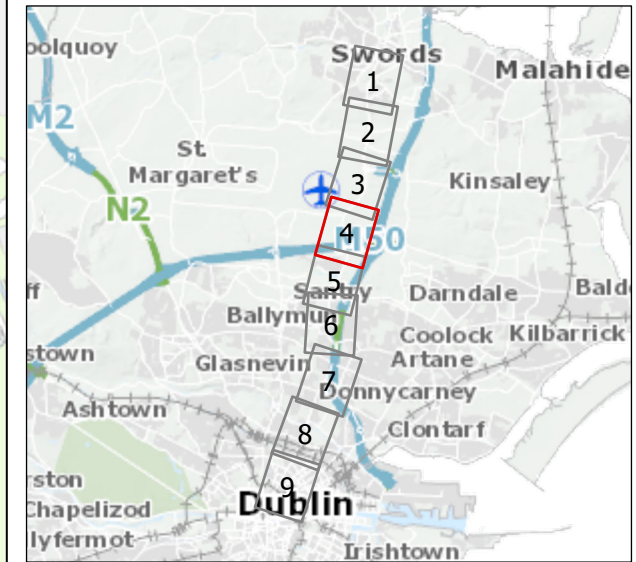
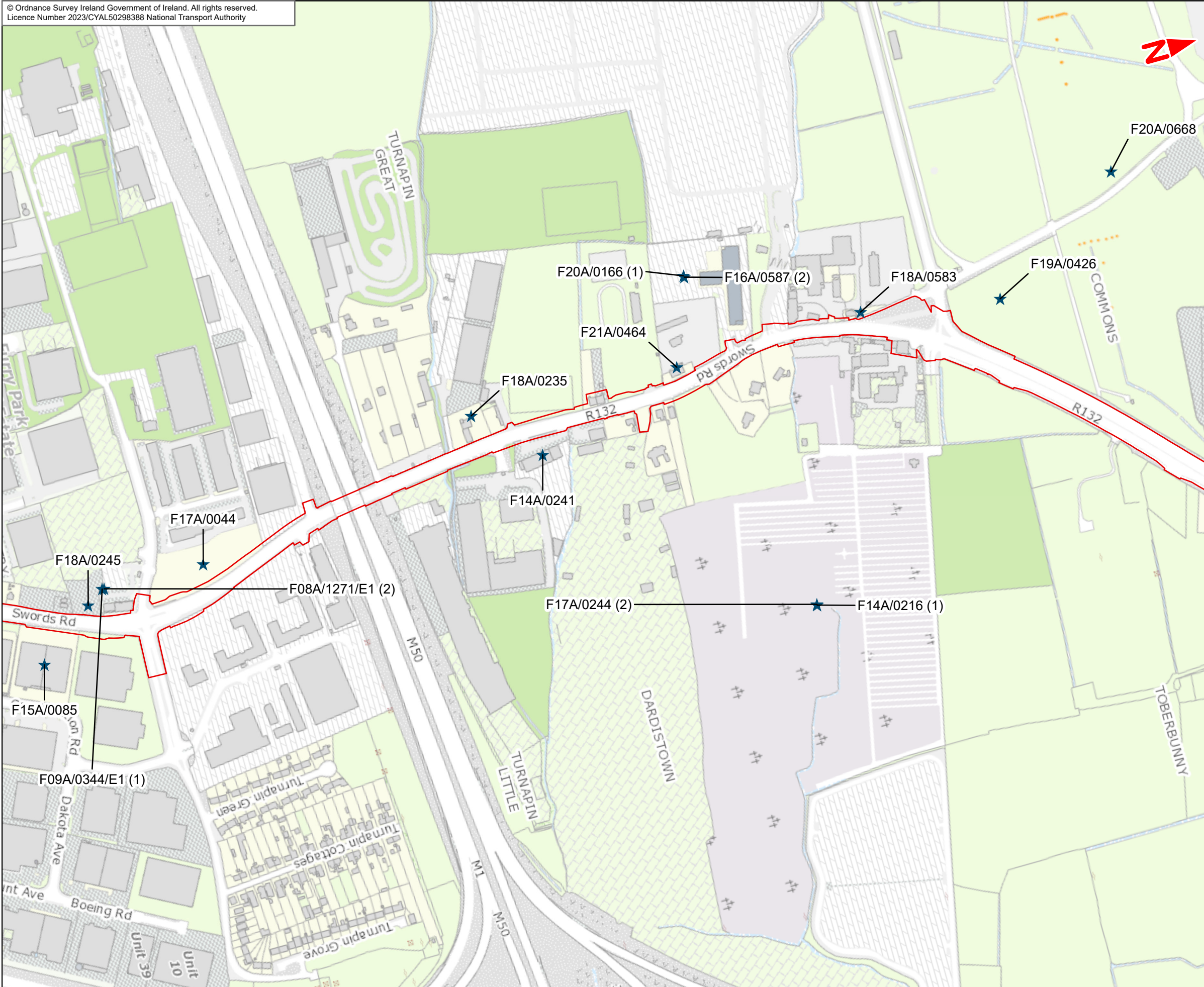
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Client  
**NTA**  
 Údarás Náisiúnta Iompair  
 National Transport Authority

Consultant  
**JACOBS**  
**ARUP SYSTRA**

Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1E - Relevant Planning Applications				
Date 24/04/2023	Scale @ A3 1:5 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		
Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0103	Sheet Number 3 of 9	Status A	Rev M01	





- Legend
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  - ★ Relevant Planning Application
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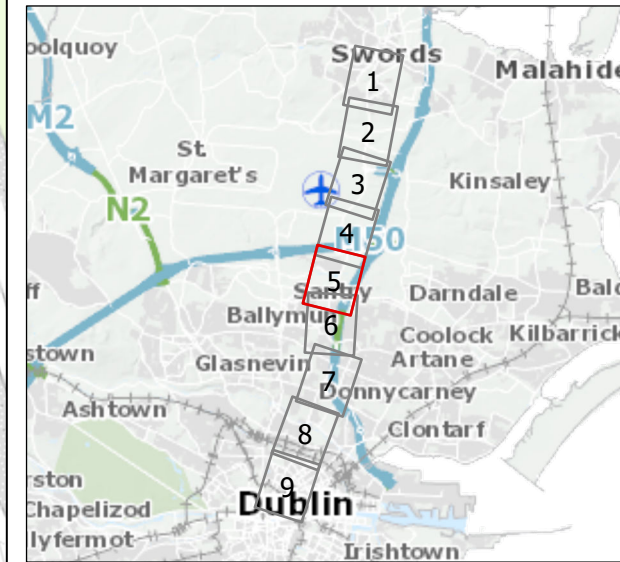
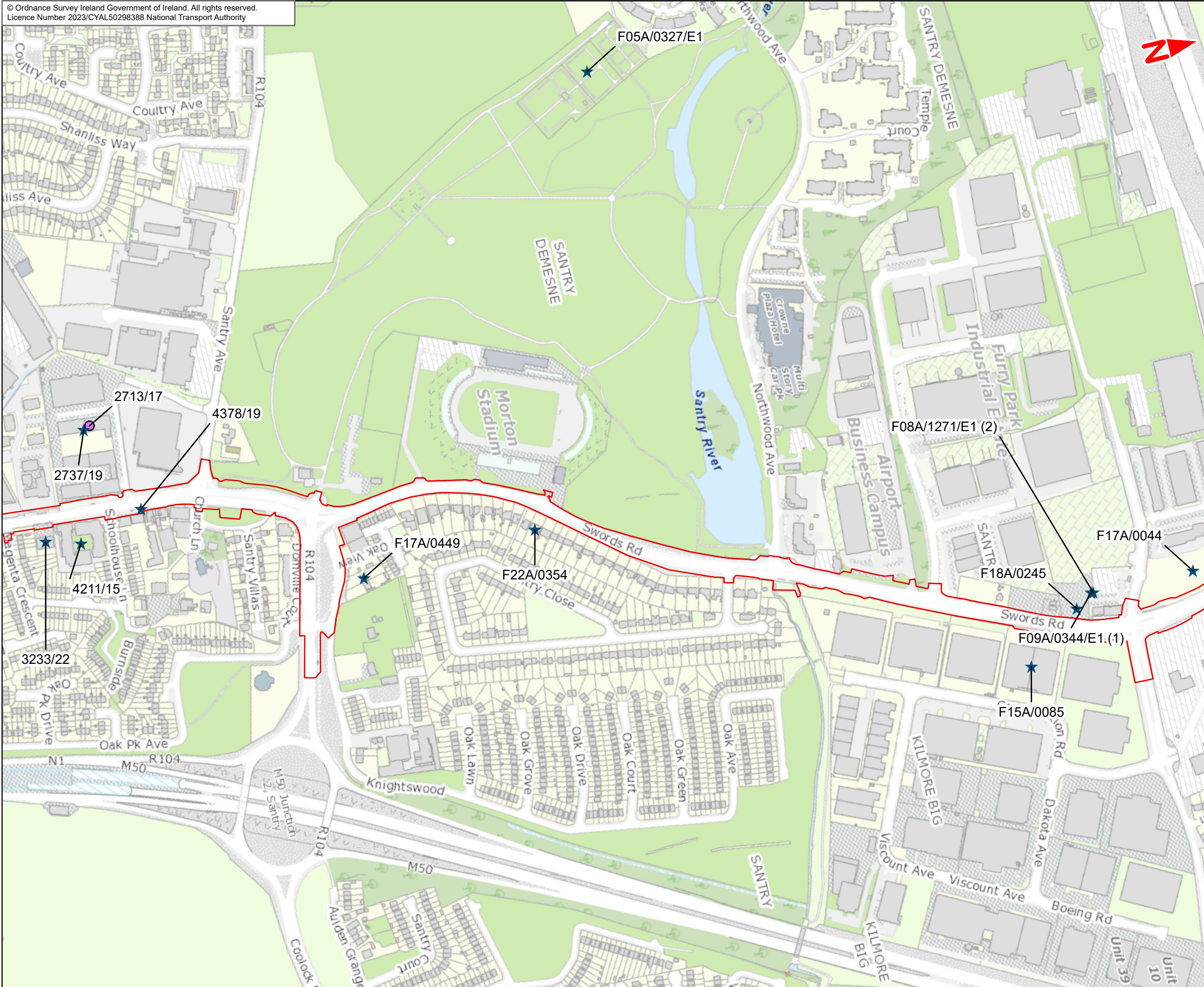
Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

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Consultant

Programme Title					<b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title					Swords to City Centre Core Bus Corridor Scheme 1F - Relevant Planning Applications				
Date	24/04/2023	Scale @ A3	1:5 000	Drawn	LF	Checked	RMcD	Approved	DK
Project Code	BCIDE	Originator Code	JAC	QMS Code					
Drawing File Name	BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0104	Sheet Number	4 of 9	Status	A	Rev	M01		





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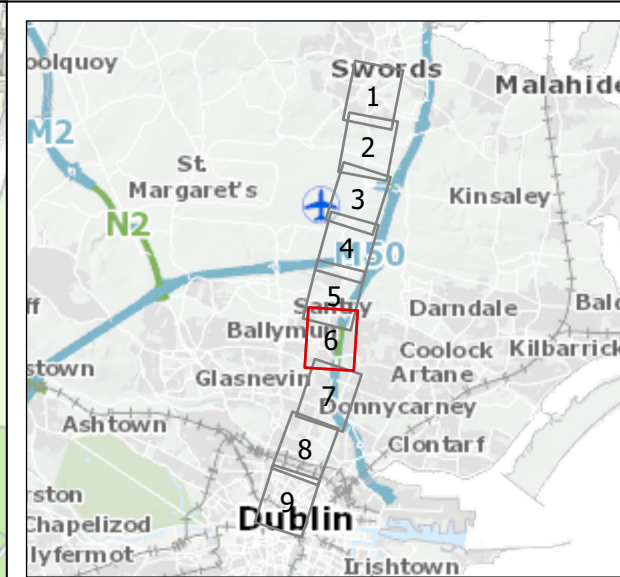
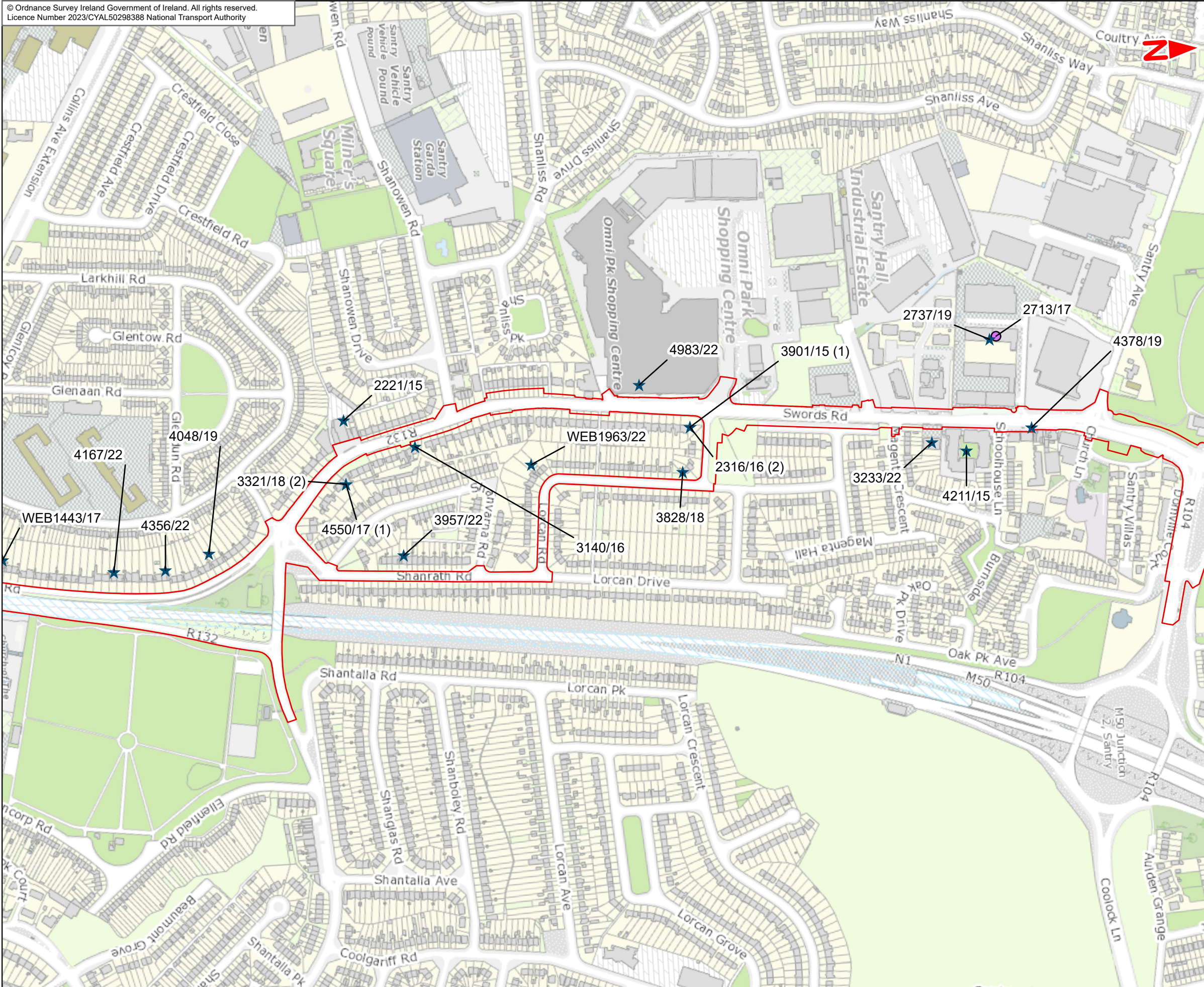
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**ARUP SYSTRA**

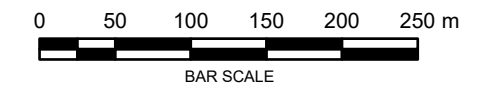
Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1G - Relevant Planning Applications				
Date 24/04/2023	Scale @ A3 1:5 000	Drawn LF	Checked RMCD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code	Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0105	Sheet Number 5 of 9
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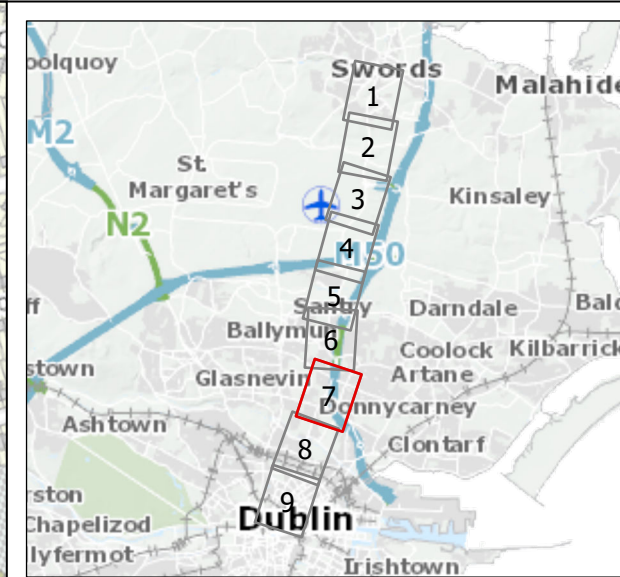
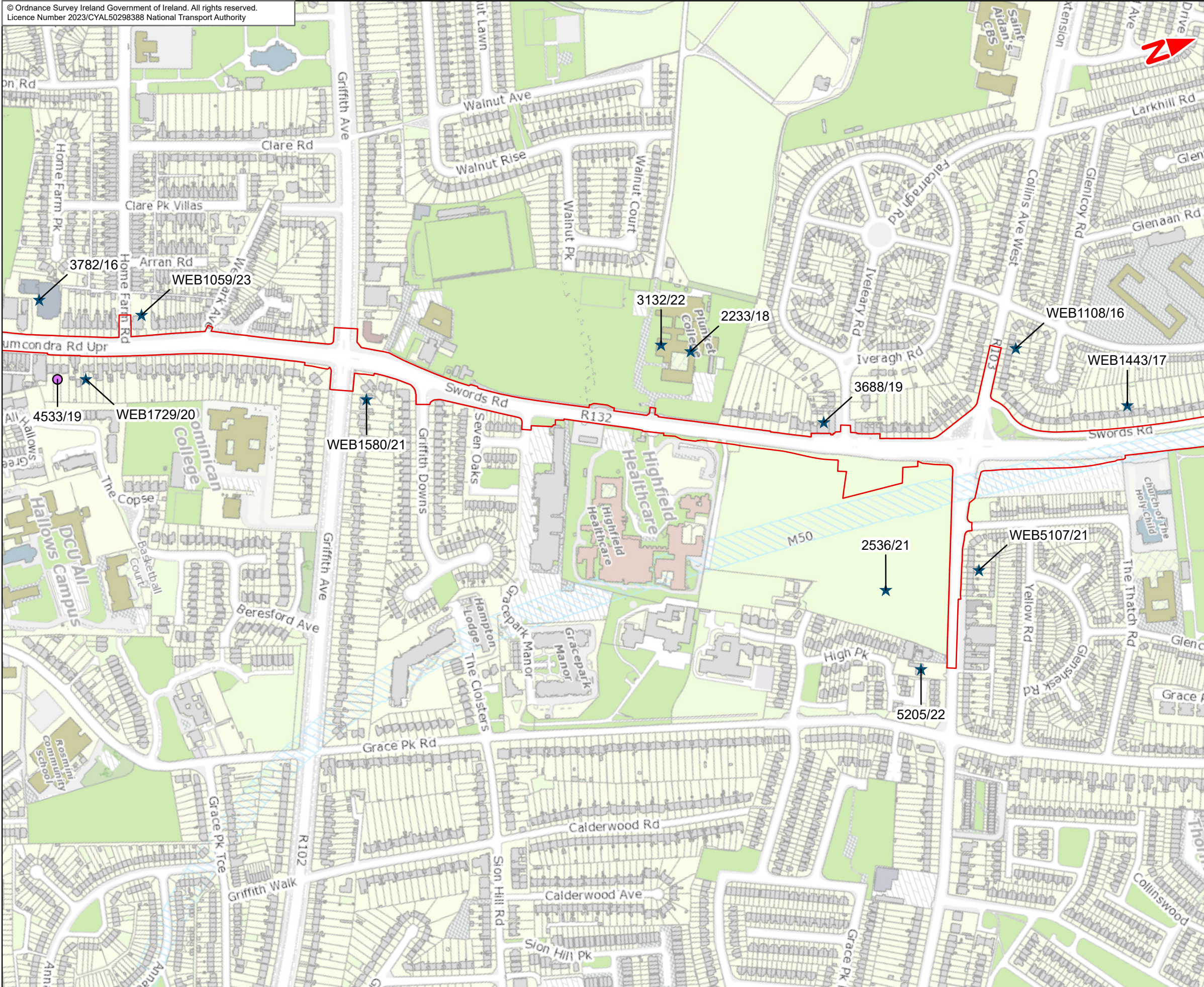


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Client		Consultant	
 Udarás Náisiúnta Iompair National Transport Authority			
Date	Scale @ A3	Drawn	Checked
24/04/2023	1:5 000	LF	RMcD
Project Code	Originator Code	QMS Code	
BCIDE	JAC		

Programme Title		
BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS		
Drawing Title		
Swords to City Centre Core Bus Corridor Scheme 1H - Relevant Planning Applications		
Drawing File Name	Sheet Number	Status
BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0106	6 of 9	A
Rev	M01	





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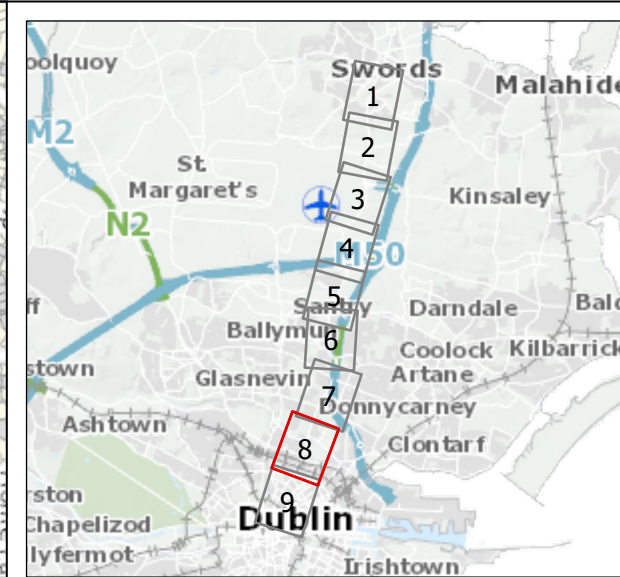
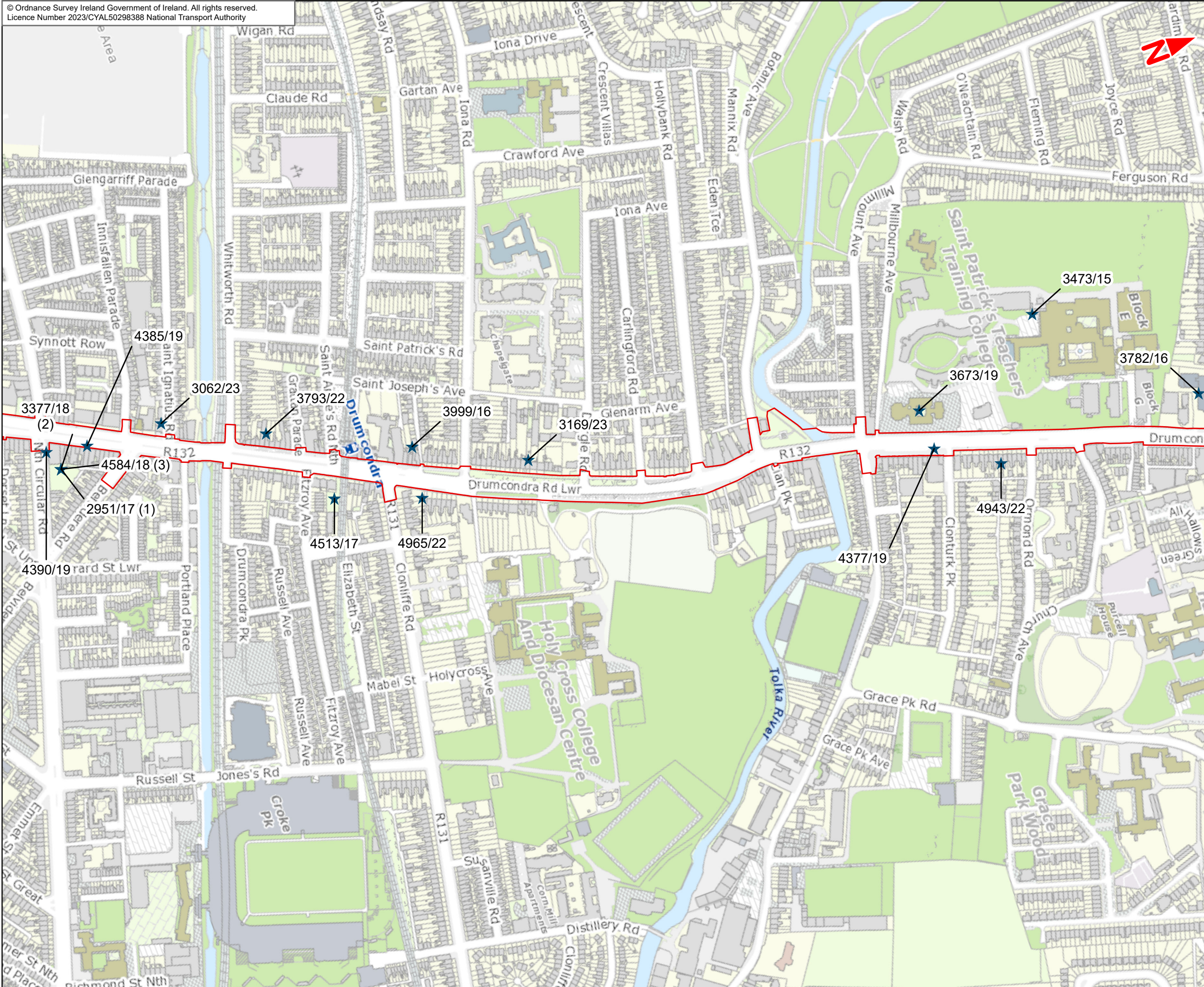


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Date 24/04/2023	Scale @ A3 1:5 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title <b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 11 - Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0107	Sheet Number 7 of 9	Status A	Rev M01	





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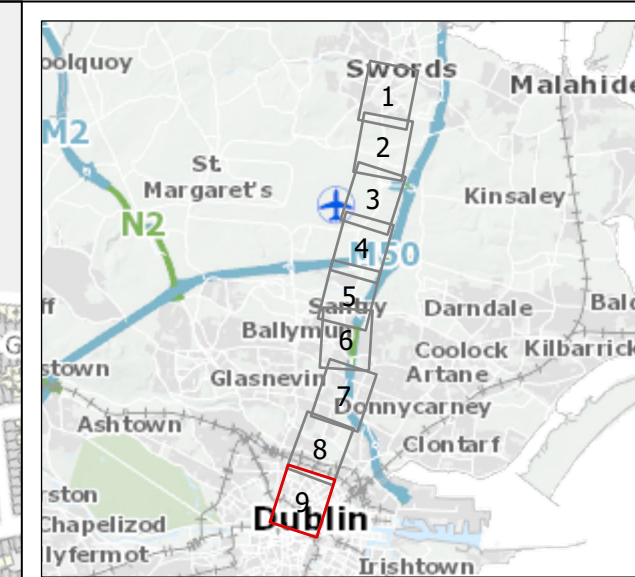
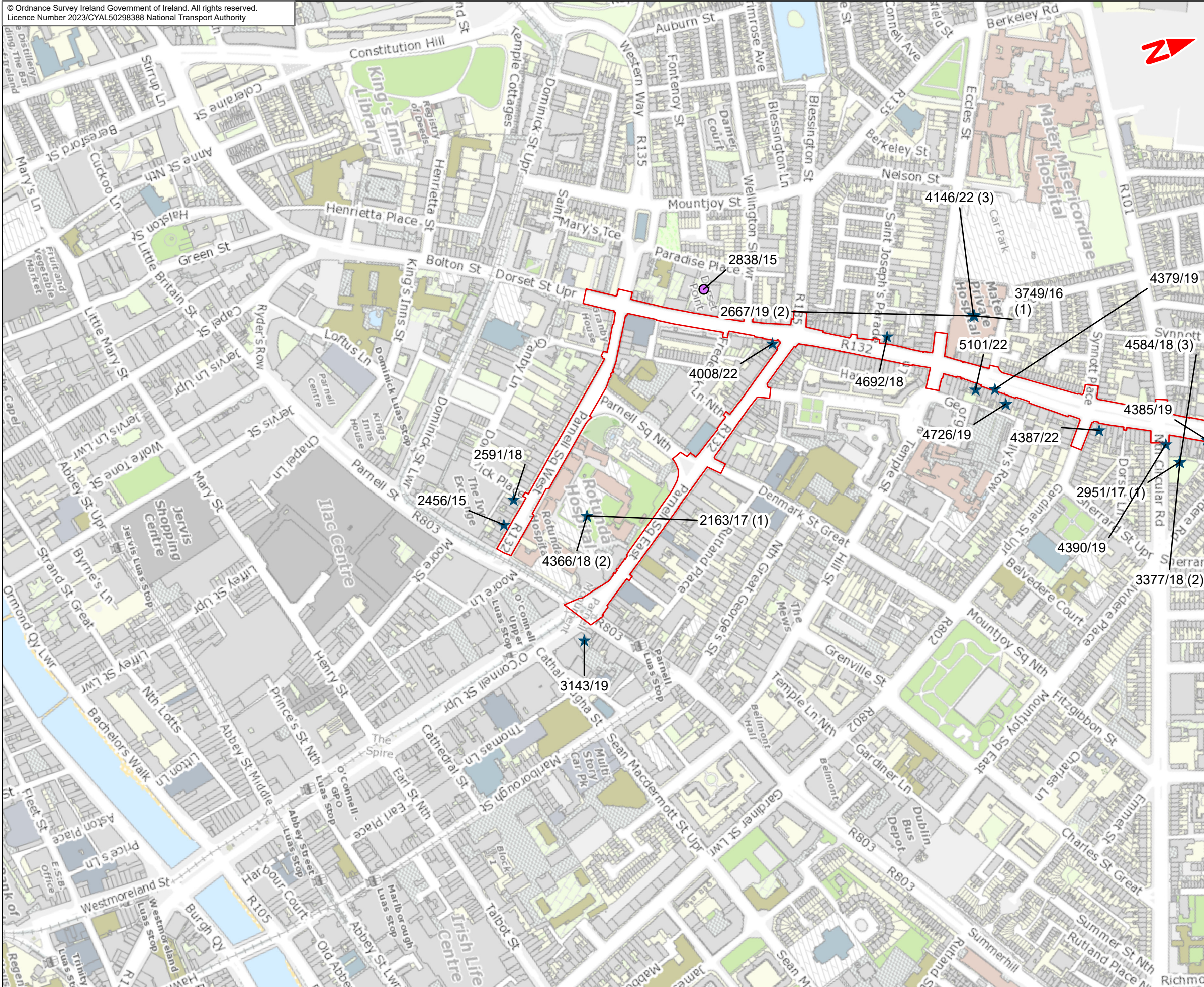
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Client  
**NTA**  
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National Transport Authority

Consultant  
**JACOBS ARUP SYSTRA**

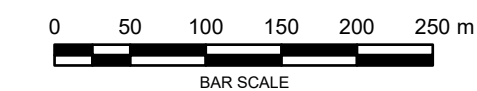
Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1J - Relevant Planning Applications				
Date 24/04/2023	Scale @ A3 1:5 000	Drawn LF	Checked RMcD	Approved DK
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Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0108	Sheet Number 8 of 9	Status A	Rev M01	





- Legend
- Swords to City Centre Core Bus Corridor Scheme
  - ★ Relevant Planning Application
  - Applications of Note

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Client <b>NTA</b> Udarás Náisiúnta Iompair National Transport Authority		Consultant <b>JACOBS</b> <b>ARUP SYSTRA</b>		
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Programme Title <b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Swords to City Centre Core Bus Corridor Scheme 1K - Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0002_XX_00-DR-GG-0109	Sheet Number 9 of 9	Status A	Rev M01	



The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are layered or overlapping. The shapes are scattered across the page, with a concentration in the top right and bottom left corners.

# Planning Report Appendix 1

## Local Policy

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# 1. Fingal County Council

## 1.1 Fingal County Council Development Plan Policies and Objectives

Table 1.1: Fingal County Council Development Plan 2023-2029 Policies and Objectives

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
1.4	Strategic Objectives	9	<i>Reduce car dependency and promote and facilitate sustainable modes of transport. Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.</i>	<p>The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. The Proposed Scheme will provide the infrastructure necessary to support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR.</p>
2.7.2	Swords Key Town	Policy CSP26 – Consolidation and Growth of Swords	<i>Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP.</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered National Planning Framework (NPF) GDA Transport Strategy (NTA, 2023) and the RSES (Eastern and Midlands Region, 2019).</p> <p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
2.7.2	Swords Key Town	Policy CSP30 – Swords as a Vibrant Key Town	<i>Support the continued development of Swords as a vibrant Key Town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure within Swords to help deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage within Swords through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced public and private bus priority measures for existing and all future services who will use the corridor.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
2.7.2	Self-Sustaining Growth Towns Policies	Policy CSP31 – MASP Strategic Development Areas	<i>Deliver strategic development areas identified in the MASP, located at key nodes along high-quality public transport corridors in tandem with the delivery of infrastructure and enabling services to ensure a steady supply of serviced sites and to support accelerated delivery of housing</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is referenced within the Dublin Metropolitan Area Strategic Plan (MASP) which states, <i>investment in bus based public transport will be delivered through BusConnects, which aims to overhaul the current bus system in the Dublin metropolitan area, including the introduction of Bus Rapid Transit</i>. All plans outlined are applicable to the Greater Dublin Area.</p> <p>The Proposed Scheme follows, the route of the Cycling Network Plan for the Greater Dublin Area set out by the National Transport Authority (NTA). The Cycling Network Plan will provide a consistent cycling network and link to the Greater Dublin Area.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
2.7.2	Self-Sustaining Towns Objectives	Objective CSO52 – Safe and Convenient Road, Pedestrian and Cycle Systems	<i>Ensure all Self-Sustaining towns benefit from safe and convenient road, pedestrian and cycle systems which promote permeability, accessibility, and connectivity between existing and new developments.</i>	<p>As part of the Proposed Scheme improved mobility links will include two-way cycle and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Parking protected cycle tracks provide a buffer of 0.75m between the parking bays and the cycle track for example opposite DCU St. Patrick's Campus in Drumcondra. Protected junctions provide physical kerb buildouts to protect cyclists through the junction for example at Cloghran Junction, Collins Avenue and Griffith Avenue.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
2.7.2	Sustainable urban Drainage Systems	Objective GI 23	<i>Ensure that the design of swales and stormwater attenuation areas and SuDS proposals within private developments include commitments to addressing a net gain in biodiversity through the use of appropriate planting.</i>	<p>The Proposed Scheme aligns with the objective as it includes green infrastructure initiatives such as Sustainable Urban Drainage (SUDS) and hard and soft landscaping works improving biodiversity, where feasible. Design responses ranging from small scale local interventions to major urban realm interventions have been identified and explored at a corridor scale as well as in further detail for special design areas.</p> <p>It is noted that the policy refers to <i>"private developments"</i> and the Proposed Scheme is not a private development.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 13 (Water) in Volume 2 of the EIAR.
3.5.1	<i>Healthy Placemaking</i>	Objective SPQHO2 – Key Principles	<i>Support development which enhances the quality of the built environment, promotes public health, and supports the development of sustainable, resilient communities. In particular development which supports the following key principles will be supported: Demonstrates compliance with the Guiding Principles for the creation of healthy and attractive places as set out in Healthy Placemaking, Regional Spatial and Economic Strategy (RSES) 2019–2031. “ Promotes the development of healthy and attractive places to live, work, socialise and recreate through the delivery of high-quality public realms and open spaces which encourage physical activity and support wellbeing. “ Is inclusive of all members of society, all genders, non-binary or none, irrespective of age, or levels of mobility. “ Advocates a universal design approach and is socially inclusive. “ Prioritise sustainable, active transport modes by e.g. providing safe cycle lanes and by facilitating public transport services in conjunction with State agencies to meet the needs of the community and to provide access to local services. “ Encourages the development of car free neighbourhoods and streets, where appropriate. “ Contributes to our climate goals.</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to create a more efficient and sustainable transport system that encourages density within Dublin City leading to a more compact urban form. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians. The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	Successful Public Realms including Town Centre First Policy	Policy SPQHP3 – Successful Public Realms	<i>Promote, develop, and implement policies and initiatives which shape and deliver quality accessible and sustainable public realms, which can facilitate a variety of uses, throughout Fingal including enhancement of existing and developing centres in accordance with the principles of good urban design.</i>	The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.
3.5.2	Successful Public Realms including Town Centre First Policy	Policy SPQHP7 – Clean Air and Noise Reduction	<i>Promote a clean air and noise reduction approach to public realm in town and village centres through pedestrianisation of streets and/or restriction of through traffic where possible and appropriate.</i>	The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing. Refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.6	Social Inclusion	Policy SPQHP16 – Accessibility for All	<i>Promote the development of built environments and public realms which are accessible to all, ensuring new developments accord with the seven principles of Universal Design as advocated by the National Disability Authority, Building for Everyone: A Universal Design Approach, and to consider the appointment of a dedicated Access Officer to coordinate disability issues across departments to include liaising with planning and strategic infrastructure departments.</i>	The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out in 2020. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible. The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes. The Proposed Scheme was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.



Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
3.5.15.1 2	Fingal's Greenbelts	Policy SPQHP58 – Preservation of Greenbelts	<i>Preserve Greenbelts in Fingal in order to safeguard valuable countryside; to ensure that existing urban areas within Fingal do not coalesce to ensure that citizens can enjoy the County's natural amenities and to strengthen and consolidate greenbelts around key settlements.</i>	The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.
3.5.15.1 2	Fingal's Greenbelts	Objective SPQHO102 – Development within the Greenbelts	<i>Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.</i>	The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.
4.5.2.8	Sustainable Urban Drainage Systems (SuDS)	Objective CIOSO51 – Permeability	<i>Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation with residents.</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions, where possible. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>The Proposed Scheme integrates with the Santry Greenway at Northwood Avenue junction, the Royal Canal Greenway at Binns Bridge and the Tolka Greenway at Frank Flood Bridge contributing towards the development of a comprehensive cycling network for Dublin. The proposed scheme also provides an opportunity for integration with the proposed Griffith Avenue protected cycle lane scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
4.5.2.8	Sustainable Urban Drainage Systems (SuDS)	Objective CIOSO52 – Trees	<i>Protect, preserve and ensure the effective management of trees and groups of trees</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Wherever practicable, trees and vegetation will be retained within the Proposed Scheme.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
5.5	<i>Policies and Objectives</i>	Policy CAP2 – Mitigation and Adaptation	<i>Prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.</i>	The Proposed Scheme aligns with the objective, as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.2	Resilient Development	Policy CAP4 – Sustainable Environmental Infrastructure	<i>Ensure that the County's need for sustainable environmental infrastructure is addressed in a way which contributes to wider climate action goals and targets.</i>	The Proposed Scheme aligns with the objective, as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.2	Resilient Development	Policy CAP5 – Climate Mitigation and Adaptation in the Built Environment	<i>Ensure the built environment is equipped for the impacts of climate change by supporting climate change mitigation and adaptation measures as part of new and existing developments.</i>	The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.  The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.  The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects. Following the application of mitigation measures, it is expected that there will be a minor, short-term and negative residual impact on embodied carbon emissions as a result of the Construction Phase of the Proposed Scheme.  Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.2.3	Climate Action Energy Statements	Policy CAP10 – Climate Mitigation Actions in the Built Environment	<i>Promote low carbon development within the County which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation. New development should generally demonstrate/provide for: a.</i>	The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. The Proposed Scheme will provide the infrastructure necessary for sustainable transport provision that will make a significant contribution to reduction in carbon emissions.

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			<p><i>Building layout and design which maximises daylight, natural ventilation, active transport and public transport use; b. Sustainable building/services/site design to maximise energy efficiency; c. Sensitive energy efficiency improvements to existing buildings; d. Energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments; e. On-site renewable energy infrastructure and renewable energy; f. Minimising the generation of site and construction waste and maximising reuse or recycling; and g. The use of construction materials that have low to zero embodied energy and CO2 emissions.</i></p>	<p>The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising from construction will be managed in line with the Waste Management Act 1996.</p> <p>Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.2.3	Climate Action Energy Statements	Policy CAP11 – Climate Adaptation Actions in the Built Environment	<p><i>Development proposals should demonstrate sustainable design principles for new buildings/ services/site. The Council will promote and support development which is resilient to climate change. This would include: a. Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect; b. Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings; c. Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS); d. Reducing flood risk, damage to property from extreme events– residential, public and commercial; e. Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply; f. Promoting and protecting biodiversity and green infrastructure.</i></p>	<p>The Proposed Scheme aligns with the objective as it includes green infrastructure initiatives such as Sustainable Urban Drainage (SUDS) and hard and soft landscaping works improving biodiversity, where feasible. Design responses ranging from small scale local interventions to major urban realm interventions have been identified and explored at a corridor scale as well as in further detail for special design areas.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 13 (Water) in Volume 2 of the EIAR.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
5.5.4.2	Construction and Demolition Waste	Policy CAP25 – Circular Economy	<i>Support the shift towards the circular economy approach as set out in the National Waste Policy for 2020–2025</i>	The Proposed Scheme aligns with the objective as the Waste Action Plan for a Circular Economy 2020 to 2025, Ireland’s National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023 was considered. Circular economy principles and the waste hierarchy have been assessed within the EIAR.  Refer to Chapter 18 (Waste & Resources) in Volume 2 of the EIAR for further details.
5.5.4.2	Construction and Demolition Waste	Policy CAP26 – Waste Management Plans for Construction and Demolition Projects	<i>Have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these Guidelines in order to ensure the consistent application of planning requirements</i>	The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising from construction will be managed in line with the Waste Management Act 1996.  Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.6	Flood Resilience	Policy CAP29 – Flood Risk Assessment and Adaptation	<i>Address flood risk at strategic level through the process of Strategic Flood Risk Assessment, and through improvements to the County’s flood defences.</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA) in Volume 2 of the EIAR for further details.
5.5.6	Flood Resilience	Policy CAP30 – Natural Flood Risk Mitigation	<i>Encourage the use natural flood risk mitigation or nature-based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk



Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Assessment (FRA) in Volume 2 of the EIAR for further details.
6.5.1	The Role of Transportation Policy in Addressing Climate Change	Policy CMP1 – Decarbonisation of Motorised Transport	<i>Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.</i>	The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.1	The Role of Transportation Policy in Addressing Climate Change	Objective CMO1 – Transition to Sustainable Modes	<i>Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.1	The Role of Transportation Policy in Addressing Climate Change	Objective CMO2 – Modal Shift	<i>Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.</i>	The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.3	Integration of Land-Use and Transport	Policy CMP3 – Integrated Land-Use and Transport Approach	<i>Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.</i>	The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

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6.5.6	A Sustainable and Integrated Transport Network	Policy CMP6 – Integrated Transport Network	<i>Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serve the needs of the County and the wider region.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will support the objectives in the NPF, RSES, GDA Transport Strategy NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.2	Greenway Network	Policy CMP7 – Pedestrian and Cycling Network	<i>Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies.</i>	<p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians, it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.2	Greenway Network	Policy CMP9 – Prioritisation of Pedestrians and Cyclists	<i>Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.</i>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>

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6.5.6.2	Greenway Network	Policy CMP10 – Bicycle Infrastructure	<i>Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Parking protected cycle tracks provide a buffer of 0.75m between the parking bays and the cycle track for example opposite DCU St. Patrick's Campus in Drumcondra. Protected junctions provide physical kerb buildouts to protect cyclists through the junction for example at Cloghran Junction, Collins Avenue and Griffith Avenue,</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.6.2	Greenway Network	Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment	<i>Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice</i>	<p>The Proposed Scheme facilitates the development of a connected cycling network in the City by facilitating improved cycling facilities within the area. For example, the Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, improving connectivity to and from educational centres such as DCU St. Patrick's Campus and Plunket College and providing an opportunity for integration with the proposed Griffith Avenue protected cycle lane scheme. The Proposed Scheme also integrates with the Santry Greenway at Northwood Avenue junction and the Tolka Greenway at Frank Flood Bridge contributing towards the development of a comprehensive cycling network for Dublin.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.2	Greenway Network	Objective CMO7 – Integration of Active Travel with Public Transport	<i>Work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p>

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			<i>transport, ensuring ease of access for all.</i>	Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.6.2	Greenway Network	Objective CMO10 – Bicycle Parking	<i>Provide publicly accessible high-quality cycle parking spaces, both standard bicycle spaces and nonstandard for adapted and cargo bikes, in town and village centres and key destinations and near the entrance to all publicly accessible buildings as required.</i>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.6.4	Public Realm and Healthy Streets	Policy CMP12 – Public Realm	<i>Support and facilitate the provision of high-quality and attractive public realm that is accessible for all with a focus on improving connectivity and permeability in accordance with best practice public realm and guidance documents.</i>	<p>As part of the Proposed Scheme public realm improvements are proposed at several locations. For example, the Drumcondra Road Upper shopping parade is identified as a local enhancement opportunity to improve the image of the public realm, this includes footway enhancements and upgrades to the parking bays. Similarly, the area in front of The Comet in Santry is proposed to have surface treatment enhancements and de-cluttering and reorganising of the street furniture.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.4	Public Realm and Healthy Streets	Objective CMO17 – Existing Street Space and Active Travel	<i>Review the potential for reassignment of existing street space for active travel modes within village and town centres across the County where appropriate during the lifetime of this Plan.</i>	<p>In addition, the Proposed Scheme reallocates existing road and pavement space to maximise its most efficient use. The re-use of this existing area is a key component that has informed the design of the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR for more detailed information.</p>
6.5.6.5	Accessibility and Universal Design	Policy CMP13 – Accessible Pedestrian and Cyclist Environment	<i>Promote and facilitate a network of pedestrian and cycle routes and public realm that is universally accessible for all ages and abilities in accordance with best accessibility practice.</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED</p>



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				<p>warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.5	Accessibility and Universal Design	Objective CMO19 – Optimising Accessibility for All	<i>Support and facilitate improvements to the pedestrian and cycle network and public realm that prioritise the removal of barriers to active movement, to improve connectivity and permeability and optimise accessibility for all users.</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.6.9	Promoting Behavioural Change	Policy CMP17 – Behavioural Change Initiatives	<i>Support and facilitate behavioural change initiatives to achieve modal shift towards more sustainable modes and continue to seek funding from relevant funding agencies to advance sustainable mobility schemes and initiatives across the County.</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019)</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.7	Public Transport	Policy CMP18 – Public Transport	<i>Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport.</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019)</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed</p>

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				Scheme Description) in Volume 2 of the EIAR for further details.
6.5.7	Public Transport	Objective CMO23 – Enabling Public Transport Projects	<i>Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</i>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.7	Public Transport	Objective CMO24 – NTA Strategy	<i>Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.</i>	<p>The Proposed Scheme will enhance the efficiency and safety of the shared road space along the Proposed Scheme Corridor. Active travel use and the enhancement of cycle and pedestrian options as well as public transport is a key component of the Proposed Scheme.</p> <p>The Proposed Scheme will facilitate the delivery of Primary Route 2A from the GDA Cycle Network. The Proposed Scheme will facilitate the delivery of secondary routes NO5, NO3, NO2, 3C and C8 from the GDA cycle network plan which connects the propose. Furthermore, the Proposed Scheme intersects with the Santry Greenway, the Royal Canal Greenway and the Tolka Greenway.</p> <p>Refer to Chapter 6 (Traffic and Transport) for more detailed information.</p>
6.5.7	Public Transport	Objective CMO27 – Public Transport Routes	<i>Work with the NTA and other relevant national transport agencies to establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between key urban centres and outer suburban areas.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.7	Public Transport	Objective CMO28 – Bus Connectivity	<i>Work with relevant national transport agencies to create bus connectivity between Dublin 15, including the Blanchardstown Centre and Dublin Airport/Swords.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>

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6.5.7	Public Transport	Objective CMO29 – Integration of Public Transport Services and Development	<i>Work with the NTA, TII and other relevant national transport agencies to optimise accessibility to public transport, increase catchment and maximise permeability through the creation of high quality walking and cycling routes linking to public transport stops.</i>	<p>As part of the Proposed Scheme improved mobility through integration with the Santry Greenway at Northwood Avenue junction, the Royal Canal Greenway at Binns Bridge and the Tolka Greenway at Frank Flood Bridge contributing towards the development of a comprehensive cycling network for Dublin. The proposed scheme also provides an opportunity for integration with the proposed Griffith Avenue protected cycle lane scheme.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.7	Public Transport	Objective CMO30 – Cycling and Walking Links	<i>Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal.</i>	<p>The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.9	Protection of Strategic Transport Connections	Policy CMP26 – Strategic Connections	<i>Support the economic competitiveness of the County through the protection and enhancement of international and regional accessibility and inter-urban connectivity in accordance with policy objectives of the NPF and RSES for the region.</i>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p>

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				Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.9.1	Dublin Airport	Policy CMP27 – Dublin Airport, Transportation, Surface Access and Freight	<i>Support the continued protection of the core transport function of Dublin Airport including measures to enhance surface access, public transport connections and strategic freight movements.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will enhance the interchange between the various modes of public transport operating in the City and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.10.2	Regional/Local Roads	Policy CMP30 – Roads Infrastructure	<i>Prioritise new road developments that facilitate improvements in the overall efficiency of the transportation network including through the provision of new bridge crossings or new cycling and walking infrastructure.</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.10.2	Regional/Local Roads	Policy CMP32 – Sustainable Roads Infrastructure	<i>Prioritise changes to existing roads infrastructure that underpins sustainable development, maintains road safety and network efficiency.</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus</li> </ul>



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				<p>infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</p> <ul style="list-style-type: none"> <li>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.10.2	Regional/Local Roads	Objective CMO37 – National Transport Agencies	<i>Work with the TII and NTA and other relevant national transport agencies to protect capacity and deliver improvements of the strategic road network and junction upgrades where necessary in line with National and Regional policy objectives.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will enhance the interchange between the various modes of public transport operating in the City and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.10.2	Regional/Local Roads	Objective CMO42 – Road and Street Proposals and Environmental Protection	<i>Work with the relevant national transport agencies to ensure that all road and street network proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected habitats and species and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.</i>	<p>The Proposed Scheme will protect and enhance biodiversity throughout the entire corridor as part of South Dublin County Council's commitment to the National Biodiversity Action Plan 2021- 2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the East Region Spatial and Economic Strategy (RSES). The planting strategy, developed as part of the EIAR, includes replacement of street trees and groups of trees that may be impacted by the Proposed Scheme, but also the introduction of new tree planting and street trees within other spaces and along streets.</p> <p>Reinforcement of green infrastructure along the route will improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.</p> <p>In addition to trees and street trees, other vegetation is also proposed along the route including hedgerows, ornamental planting and amenity</p>

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				<p>grassland, shrub and meadow grass areas. These will be utilised to reinstate property boundaries altered by the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.10.2	Regional/Local Roads	Objective CMO43 – Roads and Street Proposals and Green Infrastructure	<i>Ensure that all new roads and streets are designed to enhance insofar as feasible, the County's Green Infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that SuDS approaches are used to treat surface water run-off.</i>	<p>The Proposed Scheme aligns with the objective as a Flood Risk Assessment has been carried out as part of the Proposed Scheme. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.10.3	Roads and Streets Design	Policy CMP34 – Road and Street Design	<i>Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.</i>	<p>The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.10.3	Roads and Streets Design	Objective CMO45 – Design Manual for Urban Roads and Streets	<i>Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS. " Junctions will be designed with corner radii that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever</i>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these</p>

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			<i>possible. " The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible</i>	modes within the operation of a junction. Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.10.3	Roads and Streets Design	Objective CMO48 – Roads and Streets and Green Infrastructure	<i>New roads and streets to incorporate green Infrastructure elements such as sustainable drainage infrastructure, planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location.</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
8.5.1	The Dublin Airport Local Area Plan 2020 (LAP)	Policy DAP1 – Dublin Airport Local Area Plan 2020	<i>Continue to support Dublin Airport as a key national asset to Ireland's economic success by ensuring that all future development complies with the strategic aims and objectives contained within the Dublin Airport Local Area Plan, 2020 or any subsequent LAP or extension of same.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport as part of the Dublin Airport Local Area Plan. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	The Dublin Airport Local Area Plan 2020 (LAP)	Objective DAO4 – Aviation Infrastructure and Facilities	<i>Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment, including the climate.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	The Dublin Airport Local Area Plan 2020 (LAP)	Objective DAO7 – Integrated Public Transport Network serving Dublin Airport	<i>Require and facilitate the provision of an integrated public transport network to serve Dublin Airport.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	The Dublin Airport Local Area Plan 2020 (LAP)	Objective DAO8 – Surface Access Needs	<i>Protect and enhance the transportation capacity required to</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			<i>provide for the surface access needs of the Airport</i>	the sustainable transport options for onward journeys to Dublin Airport. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	The Dublin Airport Local Area Plan 2020 (LAP)	Objective DAO9 – Maintain and Protect Accessibility to the Airport	<i>Maintain and protect accessibility to the Airport as a priority.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.1.2	Parks, Open Space and Recreation	Objective GINHO8 – Routes	<i>Provide attractive and safe routes linking parks and open spaces and other related features such as cultural sites and heritage assets as an integral part of green infrastructure provision, where appropriate and feasible</i>	The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to Fingal and other strategic areas. Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.1.3	Sustainable Water Management	Objective GINHO15 – SuDS	<i>Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.</i>	The Proposed Scheme aligns with the objective as it includes green infrastructure initiatives such as Sustainable Urban Drainage (SUDS) and hard and soft landscaping works improving biodiversity, where feasible. Design responses ranging from small scale local interventions to major urban realm interventions have been identified and explored at a corridor scale as well as in further detail for special design areas. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 13 (Water) in Volume 2 of the EIAR.
9.5.2	Green Infrastructure and Planning	Policy GINHP10 – Green Infrastructure and Development	<i>Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan Green Infrastructure maps during the lifetime of the Development Plan.</i>	The Proposed Scheme involves an enhancement of the transport infrastructure within the existing public road and pavement space area. It is a reorganisation of this existing corridor space to promote sustainable transport and greater efficiency of use. The corridor of the Proposed Scheme is narrow and the opportunity to provide more green space/infrastructure from what is existing is extremely limited. It is noted that Fingal County Council has yet to develop Biodiversity Net Gain Guidance and therefore the opportunities and methods/approaches that the Council would like to see for different types of schemes has not been fully clarified however, the Proposed Scheme includes green infrastructure enhancements, for example, the proposed SUDS public realm near the River Tolka.



Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR
9.6	Natural Heritage	Policy GINHP12 – Protected Sites	<i>Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna.</i>	The Proposed Scheme aligns with the objective as following the implementation of mitigation measures the Proposed Scheme will not result in any significant residual effects above the local scale on designated or proposed to be designated sites. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) in Volume 2 of the EIAR.
9.6	Natural Heritage	Policy GINHP14 – Biodiversity Net Gain Guidance	<i>Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain.</i>	The Proposed Scheme has sought to enhance biodiversity along the corridor. It is noted that Fingal County Council has yet to prepare a guidance document on Biodiversity Net Gain and as such, there is currently no clarity on how the Council would seek to implement Biodiversity Net Gain for a project that is almost entirely within the public road and pavement area. Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR
9.6	Natural Heritage	Objective GINHO28 – Protection of Natural Heritage Areas	<i>Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.</i>	The Proposed Scheme aligns with the objective as following the implementation of mitigation measures the Proposed Scheme will not result in any significant residual effects above the local scale on designated or proposed to be designated sites. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) in Volume 2 of the EIAR
9.6	Natural Heritage	Objective GINHO30 – Infrastructure and Net Biodiversity Gain	<i>All greenway and infrastructure projects are to have a net biodiversity gain and this principle shall be incorporated from the start of the project.</i>	The Proposed Scheme involves an enhancement of the transport infrastructure within the existing public road and pavement space area. It is a reorganisation of this existing corridor space to promote sustainable transport and greater efficiency of use. The corridor of the Proposed Scheme is narrow and the opportunity to provide more green space from what is existing is extremely limited. It is noted that Fingal County Council has yet to develop Biodiversity Net Gain Guidance and therefore the opportunities and methods/approaches that the Council would like to see for different types of schemes has not been fully clarified however, the Proposed Scheme includes green infrastructure enhancements, for example, the proposed SUDs public realm near the River Tolka. However, the Proposed Scheme will generally enhance green spaces along the corridor and XXXXXX

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				<p>Plan only became effective on April 4th. The previous plan made no reference to BNG and given its lack of statutory footing currently in Ireland (even at national plans) as discussed as late as this Tuesday at CIEEM Irish chapter conference, Given that we are submitting, it is not possible to undertake this at start of the project. Would I suggest requiring a considerable commitment from NTA for longer term management, something which they note that the don't manage such assets.</p> <p>Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR</p>
9.6.9	Protection of Trees and Hedgerows	Policy GINHP21 – Protection of Trees and Hedgerows	<i>Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) &amp; Visual in Volume 2 of the EIAR for further details.</p>
9.6.9	Protection of Trees and Hedgerows	Policy GINHP22 – Tree Planting	<i>Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations.</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) &amp; Visual in Volume 2 of the EIAR for further details.</p>
9.6.9	Protection of Trees and Hedgerows	Objective GINHO48 – Wildlife Act and Roads Act	<i>The Council shall comply with the requirements set out in the Wildlife Act and Roads Act in the context of its maintenance programmes and housing, recreational and infrastructure developments.</i>	<p>The Wildlife Act and Roads Act were used during the Proposed Schemes environmental assessments, the assessments were undertaken in accordance with the two acts.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) in Volume 2 of the EIAR for further details.</p>
9.6.9	Protection of Trees and Hedgerows	Objective GINHO49 – Tree Preservation Order Review	<i>Review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order.</i>	<p>There are two Tree Preservation Orders along the Proposed Scheme. Tree preservation objectives pertain to trees at Pinnock Hill Roundabout. There will be no impact on this designation by the Operational Phase of the Proposed Scheme. A tree preservation order (TPO) also pertains to the mature trees within Santry Demesne / Park. Iterative design development has led to a substantial decrease in impacts on this TPO, and the vast majority of trees within the</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				<p>designation will remain unaffected. There will be continuing effects resulting from the loss of four trees removed from the southeast corner during the Construction Phase, three of which are immature and one of which is mature and is defined as Category C (low value). There will be provision of four replacement trees at nearby locations, which will cancel out the negative effects over the long-term as the planting matures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) &amp; Visual in Volume 2 of the EIAR for further details.</p>
10.5.1	Archaeological Heritage	Policy HCAP3 – Record of Monuments and Places/ Sites and Monuments Record	<i>Safeguard archaeological sites, monuments, objects and their settings listed in the Record of Monuments and Places (RMP), Sites and Monuments Record (SMR), underwater cultural heritage including protected wrecks and any additional newly discovered archaeological remains.</i>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible, they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.1	Archaeological Heritage	Policy HCAP4 – Preservation-in-situ	<i>Favour the preservation in-situ (or at a minimum preservation by record) of all sites and features of historical and archaeological interest.</i>	<p>Where possible features will be retained in situ. Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 15 (Archaeological and Cultural Heritage) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.</p>
10.5.1	Archaeological Heritage	Objective HCAO2 – Protection of RMPs/SMRs	<i>Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places, Wreck Inventory of Ireland and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of</i>	<p>The Proposed Scheme aligns with the objective as it has been designed and mitigated to reflect the local character and context of the area in order to make seamless interventions within local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible, they will be retained in situ. Proposed or reinstated boundary treatments are to</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			<i>Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.</i>	be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. Refer to Chapter 4 (Proposed Scheme Description), Chapter 15 (Archaeological and Cultural Heritage) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.
10.5.1	Archaeological Heritage	Objective HCAO7 – Archaeology and Development Design	<i>Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage.</i>	In areas that there is a possibility to disturb intact archaeological layers and material, licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Archaeological Heritage	Objective HCAO8 – Archaeological Impact Assessment	<i>Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.</i>	As part of the suite of documents an EIAR was prepared including an Archaeological and Cultural Heritage Chapter which considered the potential archaeological and cultural heritage impacts associated with the Construction and Operational Phases of the Proposed Scheme. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Archaeological Heritage	Objective HCAO9 – Archaeology in the Landscape	<i>Ensure that in general development will not be permitted which would result in the removal of archaeological monuments with above ground features, protected wrecks and that this will be especially the case in relation to archaeological monuments which form significant features in the landscape.</i>	There are no impacts on national monuments from the Proposed Scheme. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Archaeological Heritage	Objective HCAO11 – Impacts of large-scale development	<i>Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the archaeological heritage and seek to avoid them.</i>	All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no significant residual impacts have been identified. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.2.2	Architectural Conservation Area (ACA)	Policy HCAP11 – Conservation of	<i>Conserve and protect buildings, structures and sites of special</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character



Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
		Architectural Heritage	<i>architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest by adding or retaining them on the Record of Protected Structures or by designating groups of structures as Architectural Conservation Areas.</i>	and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible, they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.  No structures within an Architectural Conservation Area are being removed as part of the Proposed Scheme.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.
10.5.2.5	Vernacular Heritage and Other Built Heritage Assets	Policy HCAP21 – Built Heritage Assets	<i>Protect and enhance the historic environment and built heritage assets, including elements of historic street furniture, paving and historic boundary treatments.</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back.  Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
11.5.2.1	Nature-Based Surface Water Solutions through SuDS	Policy IUP10 – Water Conservation and SuDS	<i>Promote the inclusion of water conservation and SuDS measures in all developments, to reduce the level of surface water run-off, improve water quality and contribute to adaptation to climate change through natural solutions.</i>	The Proposed Scheme aligns with the objective. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA) in Volume 2 of the EIAR for further details.

## 1.2 Zoning Objectives

Table 1.2: Fingal County Council Zoning Objectives

Zoning Objective	Objective	Summary Descriptive Text
MC – Major Town Centre	<i>Protect, provide for and/ or improve major town centre facilities.</i>	Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments

Zoning Objective	Objective	Summary Descriptive Text
		ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike
HT – High technology	<i>Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.</i>	Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high-quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.
MRE – Metro and Rail Economic Corridor	<i>Facilitate opportunities for high-density mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor.</i>	Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the MetroLink, or rail or light rail stations within settings of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.
OS – Open Space	<i>Preserve and provide for open space and recreational amenities.</i>	Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.
RW – Retail Warehousing	<i>Provide for retail warehousing development.</i>	Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.
RS - Residential	<i>Provide for residential development and protect and improve residential amenity.</i>	Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.
RA – Residential Area	<i>Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.</i>	Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
GB – Green Belt	<i>Protect and provide for a Greenbelt.</i>	Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages
GE – General Employment	<i>Provide opportunities for general enterprise and employment.</i>	Facilitate opportunities for compatible industry and general employment uses including appropriate sustainable employment and enterprise uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.
DA – Dublin Airport	<i>Ensure the efficient and effective operation and development of the Airport in accordance with an approved Local Area Plan.</i>	Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the Airport). All development within the Airport area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region.

Zoning Objective	Objective	Summary Descriptive Text
CI – Community Infrastructure	<i>Provide for and protect civic, religious, community, education, health care and social infrastructure.</i>	Protect and promote an inclusive County, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure
LC – Local Centre	<i>Protect, provide for and/or improve local centre facilities.</i>	Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport

## 2. Dublin City Council

### 2.1 Dublin City Council Development Plan Policies and Objectives

Table 2.1: DCC Development Plan 2022-2028 Policies and Objectives (DCC 2022-2028)

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
1.9.2	UN Sustainable Development Goals	SCV1	<p><b>'Policy SCV1 United Nations Sustainability Goals</b></p> <p><i>It is the policy of Dublin City Council to contribute, via this development plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development as per link <a href="https://sdgs.un.org/goals">https://sdgs.un.org/goals</a>.'</i></p>	<p>The Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe, and integrated sustainable transport movement along this corridor.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA1	<p><b>'National Climate Action Policy</b></p> <p><i>To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.'</i></p>	<p>The Proposed Scheme aligns with the objective, as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA2	<p><b>'Mitigation and Adaptation</b></p> <p><i>To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on embodied carbon as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>



Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5	Climate Policies and Objectives	CA01	<b>'Dublin City Council Climate Change Action Plan</b> <i>To implement Dublin City Council's 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives'</i>	The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019. The Proposed Scheme will promote modal shift from private car to more sustainable forms of transport with increased bus priority which are key actions in the plan.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA3	<b>'Climate Resilient Settlement Patterns, Urban Forms and Mobility</b> <i>To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the EIAR has considered the sustainability principles as set out in the various policy documents.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA4	<b>'Improving Mobility Links in Existing Areas</b> <i>To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas'</i>	The Proposed Scheme aligns with the objective as mobility links along the scheme will be improved. Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along Lorcan Road and Sharath Road, where Quiet Street Treatment will be provided. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will also continue via a quiet street treatment along the Swords Road. This quiet street cycle route avoids the section of N1 with high volumes of traffic. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA5	<b>'Climate Mitigation and Adaptation in Strategic Growth Areas</b> <i>To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures. See also Section 15.4.3. Sustainability and Climate Action and Section 15.7.3 Climate Action and Energy Statement.'</i>	The Proposed Scheme will provide the infrastructure necessary to deliver a greater increase in sustainable mode share which will in turn lead to further reductions in GHG emissions. A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
3.5.2	The Built Environment	CA8	<p><b>'Climate Adaptation Actions in the Built Environment</b></p> <p><i>To require low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally demonstrate/ provide for: (inter alia)</i></p> <p><i>f. minimising the generation of site and construction waste and maximising reuse or recycling;</i></p> <p><i>g. the use of construction materials that have low to zero embodied energy and CO2 emissions;'</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising from construction will be managed in line with the Waste Management Act 1996.</p> <p>Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	The Built Environment	CA9	<p><b>'Climate Adaptation Actions in the Built Environment</b></p> <p><i>Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: (inter alia):</i></p> <p><i>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</i></p> <p><i>d. reducing flood risk, damage to property from extreme events – residential, public and commercial;</i></p> <p><i>e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;</i></p> <p><i>f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure'</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on embodied carbon as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>The Proposed Scheme will provide the infrastructure necessary for sustainable transport provision that will make a significant contribution to reduction in carbon emissions.</p> <p>As part of the Proposed Scheme opportunities had been identified to enhance biodiversity through green infrastructure.</p>

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				Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.4	Construction and Demolition Waste	CA23	<b>'The Circular Economy'</b> <i>To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy , as updated together with The Whole of Government Circular Economy Strategy 2022- 2023.</i> <a href="https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-moreusing-less/">https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-moreusing-less/</a>	The Proposed Scheme aligns with the objective as the Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023 was considered. Circular economy principles and the waste hierarchy have been assessed within the EIAR.  Refer to Chapter 18 (Waste & Resources) in Volume 2 of the EIAR for further details.
3.5.6	Flood Resilience and Water	CA26	<b>'Flood and Water Resource Resilience'</b> <i>To support, encourage and facilitate the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience in the city and support the delivery of grey adaptation measures to enhance flood and water resource resilience where necessary.'</i>	Chapter 13 (Water) includes an overview of flood risk.  Following implementation of the mitigation measures in Chapter 13 (Water) in Volume 2 of the EIAR and the SWMP within the CEMP (Appendix A5.1 in Volume 4 of this EIAR), there are no significant impacts predicted on any of the receptors in this study area during the Construction or Operational Phases.  In addition to the above, further detailed information on flood risk is at Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).
3.5.6	Flood Resilience and Water	CA28	<b>'Natural Flood Risk Mitigation'</b> <i>To encourage the use of natural flood risk mitigation or nature based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.'</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA) in Volume 2 of the EIAR for further details.
3.5.7	Green Infrastructure and Nature Based Solution	CA29	<b>'Climate Action and Green Infrastructure'</b> <i>To protect, connect and expand the city's Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.'</i>	The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design and approach taken and the EIAR.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.
4.5.1	Approach to the inner City and Docklands	SC1	<b>'Consolidation of the Inner City'</b> <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging</i>	The Proposed Scheme will enhance the capacity of sustainable transport provision. The Proposed Scheme will improve the efficiency of Dublin's road network and as a consequence will help to achieve greater land use densities that will promote compact growth. One of the key objectives of the Proposed

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			<i>communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.'</i>	<p>Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC2	<p><b>'City's Character</b>  <i>To develop the city's character by (inter alia):</i></p> <ul style="list-style-type: none"> <li><i>cherishing and enhancing Dublin's renowned streets, civic spaces and squares;</i></li> <li><i>developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;</i></li> </ul>	<p>The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC5	<p><b>'Urban Design and Architectural Principles</b>  <i>To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC8	<p><b>'Development of the Inner Suburbs</b>  <i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.'</i></p>	<p>The BusConnects Programme, of which the Proposed Scheme is part, is an objective the Metropolitan Area Strategic Plan. The Proposed Scheme will provide the infrastructure necessary to support sustainable public transport and active travel options that will encourage increased density along the corridor.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC9	<p><b>'Key Urban Villages, Urban Villages and Neighbourhood Centres</b>  <i>To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to (inter alia):</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city and help to achieve the principles of the 15 minute city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the</p>



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			<ul style="list-style-type: none"> <li>support the sustainable consolidation of the city and align with the principles of the 15 minute city; and</li> <li>provide for the essential economic and community support for local neighbourhoods. ‘</li> </ul>	<p>proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.3	Urban Density	SC11	<p><b>‘Compact Growth</b></p> <p><i>In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:</i></p> <ul style="list-style-type: none"> <li>enhance the urban form and spatial structure of the city;</li> <li>be appropriate to their context and respect the established character of the area;</li> <li>include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;</li> <li>be supported by a full range of social and community infrastructure such as schools, shops and recreational areas;</li> <li>and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture.’</li> </ul>	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.3	Urban Density	SC13	<p><b>‘Green Infrastructure</b></p> <p><i>To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.’</i></p>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC19	<p><b>‘High Quality Architecture</b></p> <p><i>To promote development which positively contributes to the city’s built and natural environment, promotes healthy placemaking and incorporates exemplar standards of high-quality, sustainable and inclusive urban design and architecture befitting the city’s environment and heritage and its diverse range of locally distinctive neighbourhoods.’</i></p>	<p>The Proposed Scheme aligns with the objective as it aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable, including Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets (2013).</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.5	Urban Design and Architecture	SC20	<b>'Urban Design</b> <i>Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2019).'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the Design Manual for Urban Roads and Streets (2013). It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC22	<b>'Historical Architectural Character</b> <i>To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures.'</i>	<p>It is anticipated that there will be significant residual impacts at three locations as a result of the Construction Phase of the Proposed Scheme. Where possible, features of heritage significance will be retained in situ. Mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase (where retention in situ is not possible), includes the following:</p> <ul style="list-style-type: none"> <li>Recording of feature and setting;</li> <li>Safe removal and secure storage; and</li> <li>Reinstatement in original / new location as relevant.</li> </ul> <p>Following mitigation it is not considered there will be any significant residual impact to the historical character of the area in which the Proposed Scheme is located.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN11	<b>'15-Minute City</b> <i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the	QHSN12	<b>'Neighbourhood Development</b> <i>To encourage neighbourhood development which protects and enhances</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to create a more efficient and sustainable transport system that</p>

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	15 Minute City		<p><i>the quality of our built environment and supports public health and community wellbeing. Promote developments which:</i></p> <ul style="list-style-type: none"> <li>• <i>build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places;</i></li> <li>• <i>integrate active recreation and physical activity facilities including community centres and halls as part of the 15-minute city;</i></li> <li>• <i>encourage sustainable and low carbon transport modes through the promotion of alternative modes and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance;</i></li> <li>• <i>promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.</i></li> <li>• <i>promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;</i></li> <li>• <i>promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;</i></li> <li>• <i>cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;</i></li> <li>• <i>provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;</i></li> <li>• <i>have regard to the Guiding Principles for ‘Healthy Placemaking’ and ‘Integration of Land Use and Transport’ as set out in the Regional Spatial and Economic Strategy and national policy as set out in ‘Sustainable Residential Development in Urban Areas’ and the ‘Design Manual for Urban Roads and Streets (DMURS)’;</i></li> <li>• <i>are designed to promote safety and security and avoid anti-social behaviour’.</i></li> </ul>	<p>encourages density within Dublin City leading to a more compact urban form. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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5.5.3	Healthy Placemaking and the 15 Minute City	QHSN13	<p><b>'15-Minute City</b></p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN14	<p><b>'High Quality Living Environment</b></p> <p><i>To support the entitlement of all members of the community to enjoy a high quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/planning needs.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN16	<p><b>'Accessible Built Environment</b></p> <p><i>To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012 and consistent with obligations under Article 4 of the United Nations Convention on the Rights of People with Disabilities.'</i></p>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>



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5.5.4	Social Inclusion	QHSN17	<p><b>'Sustainable Neighbourhoods</b></p> <p><i>To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, e.g. children, people of working age, older people, people living with dementia and people with disabilities.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN18	<p><b>'Needs of an Ageing Population</b></p> <p><i>To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2019.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> </ul>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<ul style="list-style-type: none"> <li>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE1	<p><b>'Dublin's Role as the National Economic Engine</b></p> <p>Inter alia: (i) <i>To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will expand and enhance the street network along the Proposed Scheme. It will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE2	<p><b>'Positive Approach to the Economic Impact of Applications</b></p> <p><i>To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.'</i></p>	<p>The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.3	Climate Action and Quality of Life	CEE12	<p><b>'Transition to a Low Carbon, Climate Resilient City Economy</b></p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on embodied carbon as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 21,130 and 22,150 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>

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				Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.3	Climate Action and Quality of Life	CEE14	<b>'Quality of Place'</b> <i>To recognise that 'quality of place', 'clean, green and safe', is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.'</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings.  Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV37	<b>'Plan Active and Healthy Streets'</b> <i>To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.'</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.  The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.  Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV38	<b>'High Quality Streets and Spaces'</b> <i>To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.'</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV39	<b>'Permeable, Legible and Connected Public Realm'</b> <i>To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.'</i>	The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure. Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along Lorcan Road and Sharath Road, where Quiet Street Treatment will be provided. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will also continue via a quiet street treatment along the Swords Road. This quiet street cycle route avoids the section of N1 with high volumes of traffic. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

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				Refer to Chapter 4 (Proposed Scheme Description and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.
7.5.8	Public Realm	CCUV41	<b>'New Infrastructure Development</b> <i>Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUV44	<b>'New Development</b> <i>That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport), Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO 15	<b>'City Centre Public Realm Strategy</b> <i>To support the review / update of the City Council's City Centre Public Realm Strategy - 'Your City Your Space' Public Realm Strategy 2012' and apply it for new / redevelopment public realm work throughout the Dublin City Council administrative area. The new Public Realm Strategy will adopt / provide for: (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the public realm; and (iv) good practice models of public seating for older people with mobility issues.'</i>	<p>The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO 16	<b>'Public Realm Plans / Masterplans</b>	The Proposed Scheme aligns with this objective as it has considered the relevant public realm plans /



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			<p>To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals: ‘</p> <ul style="list-style-type: none"> <li>• The Heart of the City’ Public Realm Masterplan for the City Core 2016;</li> <li>• Grafton Street Quarter Public Realm Improvement Plan, 2013;</li> <li>• Public Realm Masterplan for the North Lotts &amp; Grand Canal Dock SDZ Planning Scheme 2014;</li> <li>• Temple Bar Public Realm Plan 2016;</li> <li>• Draft Markets Area Public Realm Plan 2022;</li> <li>• Other forthcoming public realm plans.’</li> </ul>	<p>masterplans which are outlined in Appendix A2.1 Planning Report.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT1	<p><b>‘Modal Shift and Compact Growth</b></p> <p>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.’</p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (Department of Transport, Tourism and Sport (DTTAS) 2009), GDA Transport Strategy (NTA, 2023) and the NTA’s Integrated Implementation Plan</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT2	<p><b>‘Decarbonising Transport</b></p> <p>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.’</p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT01	<p><b>‘Transition to More Sustainable Travel Modes</b></p> <p>To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).’</p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and active travel modes.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul>

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.2	Effective Integration of Land use and Transportation	SMT3	<b><i>'Integrated Transport Network</i></b> <i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.'</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT4	<b><i>'Integration of Public Transport Services and Development</i></b> <i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.'</i>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT6	<b><i>'Mobility Management and Travel Planning</i></b> <i>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focused on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.'</i>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Public Realm, Place Making and Healthy Streets	SMT8	<b><i>'Public Realm Enhancements</i></b> <i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.'</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT11	<b><i>'Pedestrian Network</i></b>	The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a

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			<i>To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.'</i>	more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas.  Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Accessibility for All	SMT02	<b>'Improving the Pedestrian Network</b> <i>To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users'</i>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.  Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT12	<b>'Pedestrians and Public Realm</b> <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible, for example, the Proposed Scheme will include public realm improvements at the Drumcondra Rail Station and Bridge area through de-cluttering the footways. The DCU area is proposed as a local area of enhancement with the proposed design including high-quality grey concrete slabs interspaced with darker grey linear bands of paving that continue along the DCU boundary to the west for visual continuity, while the area immediately north of the Santry River will be enhanced with new paving, a seating area and enhanced views of the river by existing vegetation being partially cleared.  Other design elements to help improve public realm include: <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme,</li> </ul>

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				<p>creating routes that are safe, accessible, and attractive for people of all abilities and ages.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT13	<p><b>‘Urban Villages and the 15-Minute City</b></p> <p><i>To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.’</i></p>	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will help contribute to the 15 minute city through improved transport infrastructure.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT14	<p><b>‘City Centre Road Space</b></p> <p><i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.’</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT16	<p><b>‘Walking, Cycling and Active Travel</b></p> <p><i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT17	<p><b>‘Active Travel Initiatives</b></p> <p><i>To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>



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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details
8.5.6	Sustainable Modes	SMT18	<p><b><i>'The Pedestrian Environment</i></b></p> <p><i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.'</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along Lorcan Road and Sharath Road, where Quiet Street Treatment will be provided. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will also continue via a quiet street treatment along the Swords Road. This quiet street cycle route avoids the section of N1 with high volumes of traffic. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT19	<p><b><i>'Integration of Active Travel with Public Transport</i></b></p> <p><i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT08	<p><b><i>'Cycling Infrastructure and Routes</i></b></p> <p><i>To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02'</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme will facilitate the delivery of Primary Route 2A from the GDA Cycle Network</p> <p>The Proposed Scheme will facilitate the delivery of secondary routes NO5, NO3, NO2, 3C and C8 from the GDA cycle network plan which connects the propose. Furthermore, the Proposed Scheme intersects with the Santry Greenway, the Royal Canal Greenway and the Tolka Greenway</p>

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT09	<p><b>'Greater Dublin Area Cycle Network Plan</b></p> <p><i>To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.'</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme will facilitate the delivery of Primary Route 2A from the GDA Cycle Network.</p> <p>The Proposed Scheme will facilitate the delivery of secondary routes NO5, NO3, NO2, 3C and C8 from the GDA cycle network plan which connects the propose. Furthermore, the Proposed Scheme intersects with the Santry Greenway, the Royal Canal Greenway and the Tolka Greenway.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT012	<p><b>'Cycle Parking Spaces</b></p> <p><i>To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.'</i></p>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking, where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT014	<p><b>'Cycle Parking Facilities</b></p> <p><i>To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.'</i></p>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT22	<p><b>'Key Sustainable Transport Projects</b></p> <p><i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS, 2009), GDA Transport Strategy (NTA, 2023) and the RSES (Eastern and Midlands Region, 2019).</p> <p>One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future.</p>

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			<p><i>appropriate planning consents being obtained:</i></p> <ul style="list-style-type: none"> <li>• DART +</li> <li>• Metrolink from Charlemount to Swords</li> <li>• BusConnects Core Bus Corridor projects</li> <li>• Delivery of Luas to Finglas</li> <li>• Progress and delivery of Luas to Poolbeg and Lucan'</li> </ul>	<p>The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT018	<p><b>'Bus Infrastructure</b></p> <p><i>DCC will work with the NTA to incorporate bus infrastructure within new largescale developments where appropriate.'</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p>
8.5.6	Sustainable Modes	SMT020	<p><b>'Green Roofs on Bus Shelters</b></p> <p><i>To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.'</i></p>	<p>This does not form part of the currently Proposed Scheme however, it does not mean that this cannot be incorporated at a later stage.</p>
8.5.6	Sustainable Modes	SMT24	<p><b>'Shared Mobility and Adaptive Infrastructure</b></p> <p><i>To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city, and to support and promote smart growth initiatives that develop new solutions to existing and future mobility services and support Smart Dublin in the development of a Mobility as a Service (MaaS) platform.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019)</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT33	<p><b>'Design Manual for Urban Roads and Streets</b></p> <p><i>To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR (Traffic and Transport) has considered the Permeability best practice guide and DMURS as part of the project.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT34	<p><b>'Street and Road Design</b></p> <p><i>To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p>

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				<p>Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT35	<p><b>'Traffic Calming and Self-Regulation Street Environments</b></p> <p><i>To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along Lorcan Road and Sharath Road, where Quiet Street Treatment will be provided. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will also continue via a quiet street treatment along the Swords Road. This quiet street cycle route avoids the section of N1 with high volumes of traffic. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMTO36	<p><b>'Environmental and Road Safety Impacts of Traffic in the City</b></p> <p><i>To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</i></p> <ul style="list-style-type: none"> <li>• <i>The implementation of traffic calming measures and filtered permeability including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS).</i></li> <li>• <i>To undertake a study, assessing and identifying areas adjacent to proposed sustainable transport projects for traffic calming and filter permeability.</i></li> <li>• <i>The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.</i></li> </ul>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. The Proposed Scheme has considered DMURS in its design.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along Lorcan Road and Sharath Road, where Quiet Street Treatment will be provided. Between Shantalla Road and Collins Avenue the main north/south cycle route and pedestrian route will also continue via a quiet street treatment along the Swords Road. This quiet street cycle route avoids the section of N1 with high volumes of traffic. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists. The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes</li> </ul>



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			<ul style="list-style-type: none"> <li>To support programmes of action which tackle the issue of road safety in the city.</li> <li>To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate.</li> </ul>	<p>that are safe, accessible, and attractive for people of all abilities and ages.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.2	River Corridor Restoration	SI10	<p><b>‘Managing Development Within and Adjacent to River Corridors</b></p> <p>To require development proposals that are within or adjacent to river corridors in the City (excluding the Camac River) to provide for a minimum setback distance of 10-15m from the top of the river bank in order to create an appropriate riparian zone. The Council will support riparian zones greater than 10 metres depending on site-specific characteristics and where such zones can integrate with public/communal open space’</p>	<p>The Proposed Scheme aligns with this objective in so far as relevant.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 12 (Biodiversity) and Chapter 13 Water) in Volume 2 of the EIAR for further details</p>
9.5.3	Flood Management	SI15	<p><b>‘Site-Specific Flood Risk Assessment</b></p> <p>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2009), as revised by Circular PL 2/2014 and any future amendments, and the Strategic Flood Risk Assessment (SFRA) as prepared by this development plan.</li> <li>The application of the sequential approach, with avoidance of highly and less vulnerable development in areas at risk of flooding as a priority and/ or the provision of water compatible development only. Where the Justification Test for Plan Making and Development Management have been passed, the SSFRA will address all potential sources of flood risk and will consider residual risks including climate change and those associated with existing flood defences. The SSFRA will include site specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B of the above mentioned national guidelines</li> </ul>	<p>The Proposed Scheme aligns with the objective as a Flood Risk Assessment has been carried out as part of the Proposed Scheme. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p>refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. Allowances for climate change shall be included in the SSFRA.</p> <ul style="list-style-type: none"> <li>On lands where the Justification Test for Plan Making has been passed and where a small proportion of the land is at significant risk of flooding, the sequential approach to development will be applied, and development will be limited to Minor Development (Section 5.28 of the Planning System and Flood Risk Management Guidelines 2009) on the portion at significant risk of flooding. There will be a presumption against the granting of permission for highly or less vulnerable development which encroaches onto or results in the loss of the flood plain. Water compatible development only will be considered in such areas at risk of flooding which do not have existing development on them.'</li> </ul>	
9.5.4	Water Supply and Wastewater	SI22	<p><b>'Sustainable Drainage Systems</b>  <i>To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design &amp; Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.7	Air Quality	SIO21	<p><b>'Air Quality Data Collection</b>  <i>To reduce harmful emissions and to achieve and maintain good air quality in the City by working with the Dublin local authorities and relevant agencies in the collection of local data through the Dublin City ambient air quality monitoring network.'</i></p>	<p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.</p>

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				Refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI35	<b>'Ambient Noise Quality'</b> <i>To seek to preserve and maintain noise quality in the City in accordance with good practice and relevant legislation.'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. During the Design Year (2043), an Indirect, Positive, Imperceptible, Long Term to Negative, Not Significant to Slight, Long Term change in traffic noise levels will occur along the surrounding road network outside of the Proposed Scheme.  Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI36	<b>'Noise Management'</b> <i>To support pro-active management of noise in the City through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. During the Design Year (2043), an Indirect, Positive, Imperceptible, Long Term to Negative, Not Significant to Slight, Long Term change in traffic noise levels will occur along the surrounding road network outside of the Proposed Scheme.  Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI41	<b>'Lighting Standards'</b> <i>To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.'</i>	The Proposed Scheme aligns with this objective as Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Scheme. In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath, where practicable, eliminating pedestrian obstruction.  Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI43	<b>'Energy Efficient Lighting'</b> <i>To require that new developments are appropriately lit and that all public and external lighting in new residential and commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.'</i>	The Proposed Scheme aligns with this objective as energy efficient Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided.  Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Green Infrastructure	GI5	<b>'Greening of Public Realm / Streets'</b> <i>To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.

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			<i>for SuDs, biodiversity, amenity value and traffic calming.'</i>	Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
10.5.1	Green Infrastructure	GI6	<b>'New Development / New Growth Areas</b> <i>To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
10.5.1	Green Infrastructure	GI7	<b>'Connecting Greening Elements in Site Design</b> <i>To avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details .
11.5.1	Building Regulations	BHA2	<b>'Development of Protected Structures</b> <i>That development will conserve and enhance protected structures and their curtilage and will:</i> <i>(a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.</i> <i>(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</i> <i>(c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.</i> <i>(d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials. (c) Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact</i>	The Proposed Scheme is located within an area where a number of Protected Structures have been identified as per Chapter 16 (Architectural Heritage). There are specific Protected Structures that will experience direct and indirect impacts during the construction of the Proposed Scheme. However, following mitigation there are no residual impacts to Protected Structures.  The Proposed Scheme aligns with this objective as it has had regard to the Architectural Heritage Protection Guidelines for Planning Authorities' 2011. An architectural heritage specialist will oversee any works to Protected Structures. does not adversely impact the curtilage or the special character of the Protected Structure to ensure that the works does not adversely impact the curtilage or the special character of the Protected Structure or where it has the potential too that mitigation is in place to ensure no long-term impacts will be experienced.  Refer to Chapter 4 (Proposed Scheme Description), Chapter 16 (Architectural Heritage) and Chapter 17 Landscape (Townscape) and Visual for further details.



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			<p><i>the curtilage or the special character of the protected structure.</i></p> <p><i>(d) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.</i></p> <p><i>(e) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.</i></p> <p><i>(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</i></p> <p><i>(g) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.</i></p> <p><i>(h) Have regard to ecological considerations for example, protection of species such as bats'</i></p>	
11.5.1	Building Regulations	BHA3	<p><b>'Loss of Protected Structures</b></p> <p><i>That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.'</i></p>	<p>The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.1	Building Regulations	BHA5	<p><b>'Demolition of Regional Related on NIAH</b></p> <p><i>That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011).'</i></p>	<p>The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.2	Architectural Conservation Areas	BHA7	<p><b>'Architectural Conservation Areas</b></p> <p><i>(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.</i></p>	<p>There is one ACA along the Proposed Scheme. Following mitigation there will be no significant impact on the ACA as result of the construction or operational phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p><i>(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.</i></p> <p><i>(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.</i></p> <p><i>(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</i></p> <p><i>(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</i></p> <p><i>(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease.'</i></p>	
11.5.3	Built Heritage Assets of the City	BHA9	<p><b>‘Conservation Areas</b></p> <p><i>To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:</i></p> <ol style="list-style-type: none"> <li><i>1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.</i></li> <li><i>2. Re-instatement of missing architectural detail or important features.</i></li> <li><i>3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.</i></li> </ol>	<p>The Proposed Scheme traverses through five conservation areas.</p> <p>No significant negative residual impacts are anticipated during the Operational Phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p>4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.</p> <p>5. The repair and retention of shop and pub fronts of architectural interest.</p> <p>6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.</p> <p>7. The return of buildings to residential use.</p> <p>Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability.'</p>	
11.5.3	Built Heritage Assets of the City	BHA18	<p><b>'Historic Ground Surfaces, Street Furniture and Public Realm</b></p> <p>(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts, and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on Paving: The Conservation of Historic Ground Surfaces (2015).</p> <p>(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6), and to update and review these schedules during the period of this development plan.'</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. The Proposed Scheme will reuse existing kerbs where possible.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.5	Archaeological Heritage	BHA26	<p><b>'Archaeological Heritage</b></p> <p>1. To protect and preserve Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994 which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (<a href="http://www.archaeology.ie">www.archaeology.ie</a>) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.</p> <p>2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p><i>construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994. Built Heritage and Archaeology   Chapter 11 373 It is the Policy of Dublin City Council: BHA26</i></p> <p><i>3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.</i></p> <p><i>4. Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</i></p> <p><i>5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.</i></p> <p><i>6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences.</i></p> <p><i>7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land, shall have regard to the Shipwreck Inventory maintained by the Department of Housing, Local Government and Heritage and be subject to an appropriate level of archaeological assessment.</i></p> <p><i>8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.'</i></p>	<p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>



Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
11.5.5	Archaeological Heritage	BHAO19	<b>'Built Heritage and Archaeology</b> <i>To provide for the protection, preservation and promotion of built heritage, including architectural heritage, archaeological heritage and underwater heritage, and support the in situ presentation and interpretation of archaeological finds within new developments'.</i>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

## 2.2 Zoning Objectives

Table 2.2: DCC Zoning Objectives

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>	<i>The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.</i>
Z2 – Residential Neighbourhoods (Conservation Areas)	<i>'To protect and/or improve the amenities of residential conservation areas.'</i>	<i>'The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.'</i>
Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>	<i>'Neighbourhood Centres provide local facilities such as convenience shops, hairdressers, post office etc. within a residential neighbourhood and range from the traditional parade of shops to larger neighbourhood centres. Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where appropriate. Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level.'</i>
Z4 – Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>	<i>Key Urban Villages form the top tier of centre outside the city centre. They typically have retail outlets of a greater size selling convenience and comparison goods or provide services of a higher order. Urban villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community. Key Urban Villages and urban villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial,</i>

Zoning Objective	Objective	Summary Descriptive Text
		<i>cultural, social and community functions that are easily accessible by foot, bicycle or public transport.</i>
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity</i>	<i>The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.</i>
Z8 - Georgian Conservation Areas	<i>To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.</i>	<i>Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian squares and streets. The aim is to protect the architectural character/design and overall setting of such areas while facilitating regeneration, cultural uses and encouraging appropriate residential development (such as well-designed mews) in the Georgian areas of the city. Insensitive or inappropriate backland development in Z8 areas will be strongly discouraged.</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific circumstances, where it has been demonstrated to the satisfaction of the planning authority, some limited degree of residential or commercial development may be permitted on Z9 land subject to the primary use of the site being retained for sporting or amenity uses.</i>
Z11 – Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>	<i>These areas generally include all the waterways and waterbodies in the Dublin City Council area. The purpose of the zoning is to protect the amenity and integrity of these areas, Land-use Zoning   Chapter 14 542 including views and prospects into/out of the areas (see Chapter 9, Section 9.5.2 Urban Watercourses and Water Quality, and also Chapter 10, Section 10.5.5 – Rivers and Canals).</i>
Z12-Institutional Land (Future Development Potential)	<i>To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.</i>	<i>These are lands, the majority of which are or which have been in institutional use, which may be developed for other uses in the future. They may include colleges, and residential health care institutions (e.g. hospitals). Significant ancillary facilities such as staff accommodation and dedicated open space and sports/recreational facilities are also often included.</i>
Zone Z15 – Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>	<i>Z15 lands typically comprise large sites, often consisting of long established complexes of institutional/community buildings and associated open grounds, but also comprise smaller sites usually in more central areas. The existing uses on these lands generally include community related development such as schools, colleges, sports grounds, residential institutions and healthcare institutions, such as hospitals. It is the policy of the council to promote the retention, protection and enhancement of the city’s Z15 lands as they contribute the creation of vibrant neighbourhoods and a sustainable well-connected city.</i>

### **3. References**

Dublin County Council (2022) Dublin City Development Plan 2022 – 2028

<https://www.dublincity.ie/sites/default/files/2023-02/Final%20Vol%201%20Written%20Statement.pdf>

Fingal County Council (2023) Fingal Development Plan 2023 – 2029

<https://www.fingal.ie/sites/default/files/2023-04/Fingal%20Development%20Plan%202023-2029%20Interim%20Publication.pdf>

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are diagonal bands and rounded shapes. On the right edge, there are circular cutouts. The text is positioned in the upper left quadrant of the page.

# Planning Report Appendix 2

## Planning History



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## **Sub Appendix 2: Planning History**

## 1. Introduction

The following section provides an overview of planning applications for the period 2011- May 2023. The planning applications listed in Table 2.1 include those that are inside the application boundary and within a 10m buffer of the Proposed Scheme. The information was gathered using the Dublin City Council and Fingal County Council online planning history search tools and whilst it does provide a good indication of the recent planning history within the application boundary of the Proposed Scheme it cannot be guaranteed that every application has been captured as part of this process.

The planning search was filtered to exclude all planning applications which were refused (and not appealed), invalidated, withdrawn, or considered using professional judgement to be irrelevant. The planning applications outlined in Table 2.1 were all consented and have either been commenced, completed or are due to be commenced.

The types of developments that have been identified as part of this process are, in general, relatively minor in nature and include house / office extensions, signage, alterations to access and changes of use. However, there are also larger developments immediately adjacent to the Proposed Scheme comprising mostly of housing redevelopment including a number of Strategic Housing Developments (SHD), mixed use, restaurant use, amendments to Protected Structures and retail uses.

### 1.1 Planning Applications of Note

Along the Proposed Scheme there are four applications of note that are located adjacent. Refer to Figures 1C–1K. The applications of note are:

- An application for student accommodation development with 122 bed spaces at Drumcondra Road Upper (DCC planning reference 4533/19) granted by appeal in November 2020 (ABP reference ABP-307433-20);
- A granted planning application for 108 no. student accommodation units at Dorset Street Upper (DCC planning reference: 2838/15);
- A granted planning application for 137 residential units at Santry Avenue (DCC planning reference: 2713/17); and
- A granted planning application for an aviation fuel pipeline from Dublin Port to Dublin Airport (FCC planning reference number F15A/0141).

Separate to the planning history set out below, Volume 2 of the EIAR Chapter 21 (Cumulative Impacts & Environmental Interactions) has assessed all planning applications for the period 2011-2022 within 500m of the Proposed Scheme.

## 2. Planning History

Table 2.1: Extant Planning Permissions

Reference	Description	Registration Date	Decision Date	Appeal	Decision
F09A/0344/E1	An amendment to previously permitted development (Planning Ref. no. F08A/1271). The development to consist of four buildings (Blocks A, B, C and D) and a waste management facility, with associated site works and landscaping. The amendment to involve an increase in the previously permitted retail/coffee shop space from 200 sq.m. to 300 sq.m. and the reduction of previously permitted office space from 141 sq.m. to 49 sq.m. all on the ground floor of Block A and the addition of enclosed plant room space at roof level of Block A to accommodate access, lift motor room and waste water storage space. The use at first and second floor to remain as previously permitted. The amendments also to involve an adjustment of the parking arrangement to provide 2 no. additional parking spaces giving a total of 97 no. parking spaces.	31/01/2014	26/03/2014	N/A	Granted
F18A/0235	Demolition of all existing structures on the site (filling station building, canopy, canopy over brush wash, former storage structure and totem sign). construction of a two storey filling station building (912 sq.m. gfa). the ground floor will contain a net retail area of 100 sq.m (including off-licence of 9.5 sq.m); 2 no restaurants (151 sq.m. combined); communal seating area (74.5 sq.m); back of house (73.2 sq.m.), toilets (33.55 sq.m.) and circulation (99.47 sq.m). One of the restaurants at ground floor will include a drive-thru hatch facility and will involve hot food for consumption off the premises. The first floor will contain communal seating (153.9 sq.m), toilets (45.45 sq.m), back of house (38.2 sq.m.) and circulation (40.03 sq.m). Internal and external stair access is provided. All associated works including 6 no. pump islands, with branded canopy over, drive-thru lane, landscaping, outdoor seating, outdoor playground, brush wash, car parking spaces, 2 no. waiting bays, service bays, boundary treatment, refueling point, vents, replacement underground tanks, refuse storage area enclosed by fencing, Main ID sign, signage (on canopy, buildings and free standing). The existing entry and exit points will remain the same with only minor amendments to same. All associated site works.	09/08/2018	09/10/2018	N/A	Granted
F15A/0455	Erection of ancillary structures at Eastlands Car Park: 1. Removal of existing boundary fencing and realignment of replacement (2.4m. high) palisade boundary fencing on the south westernmost corner of the car park in order to improve way finding to car park entrance. 2. Erection of a canopy (15m. long x 7.5m. wide x 0.8m. deep and 4.65m over ground) over the ticket barrier and security hut at the entrance point to the car park in order to improve way finding to car park entrance. 3. Erection of 7 no. illuminated free-standing (or mounted on existing shelters), signage panel (1.2 m. long x 0.7m high and 2.3 m above ground) to indicate the position of the bus set-	02/10/2015	26/11/2015	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	down areas, particularly during late night/early morning periods, within the car park which facilitate the movement of passengers by bus between the car park and the airport terminals.				
F16A/0155	<p>Permission for a period of 8 No. years for development at the existing western and eastern ancillary car parks associated with the former Aer Lingus Head Office Building (HOB) and the Annex building (and associated lands to the south). The application site comprises an area of c.4.58 hectares. The development will consist of the part demolition of part of the 2 storey Annex building and other single storey structures including removal of storage tanks (totalling c .2,825 sq.m. total Gross Floor Area (GFA). The substation element of the Annex building (c. 60 sq.m. GFA) is to be maintained and clad. The development will consist of the construction of 4 No. office blocks, ranging in height from 6 to 7 storeys (solar panels and ancillary plant at roof level), comprising c. 41,677 sq.m. GFA including a restaurant/café of c. 496 sq.m. GFA at ground floor of Building A6, a multi-storey car park (MSCP) of 5 storeys comprising 694 No. car parking spaces (c. 16,768 sq.m. GFA), a single storey café pavilion of c. 130 sq.m GFA and surface car park of 48 No. spaces to the north-east of HOB. The provision of a central landscaped courtyard and landscaped areas and raised pedestrian link from the central courtyard to connect to Level 3 of the existing Terminal 2 (T2) MSCP. The development also comprises the provision of car parking spaces on a temporary basis to allow for the construction of the proposed scheme. These temporary spaces will be removed and lands reinstated following completion of the development. Modifications to the permitted HOB development (Reg. Ref. F14A/0436) to provide for a new access road linking the existing cul-de-sac to the east of the T2 MSCP and Corballis Avenue. It is also sought to reconfigure the existing HOB car parking layout to the east which will provide for 174 No. spaces for this building. Associated works include the provision of a new foul sewer to connect to existing manhole adjoining the R132 (Swords Road) and upgrade of existing foul pump and provision of storage tank adjoining the R132, improvements to surface water drainage network, associated signage, the provision of set down areas for delivery vehicles, bin stores and 240 No. bicycle parking spaces and all other ancillary site development works above and below ground. An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the application.</p>	08/07/2016	01/09/2016	Yes	Granted
F15A/0580	<p>Providing a twin feeder, aviation fuel, underground, hydrant pipeline from the existing fuel farm on Corballis Road, to the existing Pier 4 hydrant loop, to Pier 3 which will be provided with a new hydrant spur, and on to Pier 1 which will be provided with a new hydrant loop. Provision will be made for connection of the hydrant system to a potential future Pier 5. The total length of the pipeline corridor is approximately 4.2 km.</p>	14/12/2015	12/02/2016	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
F05A/0327/E1	Construction of an office development with lands at Santry Demesne. The proposed development replaces office Blocks A, B, C, D, E, F, G, H, I, J and P and a multi-storey carpark, all previously granted permission under Ref. PL 06F.112730 (F98A/1328). The development comprises construction of 7 no. office blocks; total gross floor area 22,925 sq.m. The breakdown of the 7 no. proposed offices is as follows: Block A - 4 storey (5,328 sq.m.), Block B - 3 storey (3740 sq.m.), Block D - 4 storey (4290 sq.m.) Block G 1,2,3 - 3 storey (1542 sq.m.) Block G 4,5,6 - 3 storey (1542 sq.m.), Block G 7,8,9,10 - 3 storey (2030 sq.m.) , Block J - 4 storey (4453 sq.m.) plus surface and basement carparking (772 no. spaces in total), ESB sub-stations, landscaping, footway and cycle paths and associated siteworks. The application site area is 3Ha.	01/06/2012	26/07/2012	N/A	Granted
F20A/0166	Revision to the 100 bedroom hotel permitted under Reg. Ref. F16A/0587. Minor internal alterations/amendments to the permitted ground, first, second, third and fourth floor plans of the hotel including relocation of internal staircases, reduction in width of corridors, general internal layout modifications including the reconfiguration of permitted bedrooms with a minor overall reduction in gross floor area of permitted hotel. There is no increase in the number of bedrooms permitted (i.e.100 bedrooms). Permission is also sought to amend condition 3 of Reg. Ref. F16A/0587 to now permit meeting rooms within the hotel at ground floor and fourth floor levels with associated reconfiguration of these floors to accommodate ancillary uses including reception, fitness room, food preparation area, etc. Permission is sought for the associated revisions to the elevations of the permitted hotel to accommodate the proposed changes, amendments to the permitted basement level to provide for the reconfiguration of laundry room, plants rooms etc. with associated increase in parking spaces to now provide for 35 no. car parking spaces at basement level in lieu of the permitted 33 no. spaces, revisions to permitted site layout plan to now provide for 56 spaces in lieu of the permitted 57 spaces (91 no. parking spaces now proposed in total), covered walkway and all associated site works necessary to facilitate the development.	15/04/2020	20/07/2020	Yes	Granted
F07A/1659/E1	To demolish the existing single storey dwelling house and construct a split level 2 and 3-storey Core Aviation type office building with a total floor area of circa. 913sq.m., covered basement (402.8m <sup>2</sup> ) plus 28m <sup>2</sup> internal core area) on a site of (0.146ha). The development will consist of a reception area, meeting rooms and administration offices on the ground floor (332sqm), a production area & staff welfare facilities on the first floor (354sqm), and a drawing area and associated offices on the second floor (199sqm) with outside terrace area all over basement level car park (part covered/part uncovered), providing for 35 no. carparking spaces & 8 bicycle racks. The development will also include a new on site treatment system and	21/06/2013	15/08/2013	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	ancillary drainage works with new footpath, vehicular access from the Old Airport Road at the site and all associated ancillary works.				
F14A/0074	Provision of new external signage (to all sides of the premises), with associated external lighting, new totem sign to footpath, provision of a new external seating area to front of premises, complete with awnings, parasols and low fence enclosure. Also new enclosure to existing seating area to rear of premises with alterations at first floor to consist of new doors and windows at first floor roof garden level, 2 no. external gates at each side of premises and all associated site works.  SIGNIFICANT ADDITIONAL INFORMATION RECEIVED 29/5/14.	29/05/2014	25/06/2014	N/A	Granted
F16A/0324	Amendments to ABP Ref. PL06F.244562 (and Fingal County Council Ref. F14A/0492) (1) retention permission of works to create and completion of an ESB substation building at the southern boundary of the site which also results in the loss of two parking spaces immediately north of the sub-station; (2) Planning permission for amendments to the permitted development to include: (a) south west elevation - additional glazing and finishes; (b) north west elevation - change to finishes and new car park entrance portico with safety signage; (c) south east elevation - additional windows and doors and change of finish materials (d) north east elevation - change of finish materials and inclusion of concrete wall. Adjustments to lift core extends above the level roof at the rear of the store. Reconfiguration of space within the premises offices and storage areas. Replacement of the permitted concrete acoustic wall to the west of the foodstore to a timber acoustic fence. all other site development works and any other associated ancillary works.	25/07/2016	18/09/2016	N/A	Granted
F14A/0057	The construction of a 351 sq.m. extension to the existing facility. Extension to be for warehouse use	13/02/2014	09/04/2014	N/A	Granted
F14A/0216	The construction of a new crematorium consisting of a sub-divisible congregation space, 1 no. cremator and associated mercury abatement equipment space for a second cremator, the provision of new public toilets and staff accommodation. The works will also include the removal of existing public toilets as well as the provision of a substation, car parking and landscaping.	17/10/2014	13/11/2014	N/A	Granted
F20A/0331	The temporary continuance of use of the existing 2,700 long-term car parking spaces. The existing 2,700 long-term car parking spaces are currently used for the same purpose under and in accordance with the existing temporary planning permission reg. ref. PL06F.PA0030 from An Bord Pleanála. Temporary permission is sought for a further period of 7 years from the date of expiry of the existing temporary planning permission PL06F.PA0030 from An Bord Pleanála (7th May 2021). The proposed development includes the continuance of use of all existing ancillary infrastructure and facilities, such as the access from the R132, existing internal circulation roads including bus turning circles,	02/10/2020	29/10/2020	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	4 no. bus shelters, 1 no. security hut, lighting, boundary fencing, ticket machines and barriers, CCTV cameras, internal car park signage, existing drainage network including existing surface water attenuation areas, and all existing landscaping.  Add Info received 2nd October 2020.				
F14A/0492	Construction of a two storey, licensed discount food store with ancillary off-license sales, measuring 2,491 sq.m; the provision of 2 no. building mounted and 1 no. free standing internally illuminated signs, 2 no. wall mounted externally illuminated billboard poster signs; a single storey café of 108 sq.m. and two storey medical centre of 343 sq.m; the provision of external and undercroft car parking and cycle parking; the provision of a vehicular and pedestrian access via the Dublin Road; and the provision of boundary treatments, retaining wall, hard and soft landscaping, lighting, connections to drainage and water services and all other ancillary site and associated works including demolition of four existing houses and associated buildings, all on a site of 0.89 hectares.	10/02/2015	09/03/2015	Yes	Granted
F18A/0436	A) Completion of partially constructed part-two, part-three storey Core Aviation type office building as approved under Reg. Ref. F07A/1659 (subsequently extended under F07A/1659/E1). (b) Permission is also sought for alterations and extensions to previously approved building to result in a four-storey office building comprising: (i) construction of rear (west facing) extension at ground floor level and first floor level; (ii) extension to approved part-second floor level; (iii) construction of additional third floor level with external terrace area on front (east facing) elevation and green roof to the rear; and, (iv) new mains foul connection to be provide instead of previously approved on-site treatment system. (c) There are no material changes proposed to the approved basement level, ancillary drainage works, footpaths, and vehicular access from the Old Airport Road/Swords Road (R132) as previously approved.	25/07/2018	18/09/2018	N/A	Granted
F16A/0248	Demolition of existing Veterinary building and replacement with similar size modern building height 7m. and similar veterinary uses, using existing vehicular access, parking and services at existing veterinary building adjoining veterinary clinic at Milton Fields.	03/06/2016	28/07/2016	N/A	Granted
F12A/0218	Permission to carry out remedial works to the existing car park serving the development. These works will serve to amend works carried out in connection with the car park approved under Reg. Ref. f05A/1480 as follows: (a) to remove 10 no. car parking spaces adjacent to existing hotel building entrance and to provide a dedicated 'drop off' and coach parking area; (b) reinstatement and landscaping of the eastern portion of the subject site; (c) reconfiguration of remaining car parking are (previously approved under Reg. Ref. F05A/1480 as 62 no. spaces_ in the south/south western area of the site to provide 51 no. car parking spaces and associated	10/05/2013	06/06/2013	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	circulation routes; (d) new screen planting trees along the northern and eastern boundary to car parking area/car park entrance area. Retention planning permission is sought in respect of maintenance/service hut (12 sq.m.); car park entrance gate, 2.4m palisade car park security fencing ( now proposed to be obscured by screening planting) and car park lighting. This car park is to be used as an ancillary car park to approved hotel use approved by Fingal County Council under Reg. Ref. F05A/1480. The development includes all associated and ancillary works necessary to facilitate the development including SUDs drainage, landscaping and other minor works.				
F21A/0464	The development will consist of installation of a new 40,000l above ground fuel storage tank with associated piping, new above ground fill points the extension of the existing concrete slab and associated drainage including a new 10,000 class 1 separator.	02/09/2021	27/10/2021	N/A	Granted
F16A/0587	A new standalone five storey over basement level hotel comprising 100 bedrooms, meeting rooms and ancillary services including snack bar, breakfast area, fitness room, toilets, plant rooms etc. with associated elevational signage. Permission is also sought for 33 no. car parking spaces at basement level, reconfiguration of existing surface car parking on site, bicycle parking, utilisation of existing entrance from Swords Road, landscaping, boundary treatments and all associated site works necessary to facilitate the development.	06/11/2017	01/12/2017	N/A	Granted
F20A/0668	<p>15th November 2021</p> <p>In relation to Planning Application Reg. Ref. F20A/0668 - an application by daa plc for permission for the taking of a 'relevant action' (within the meaning of section 34C of the Planning and Development Act 2000) relating to the operation of night time use of the runway system at Dublin Airport, please note that, as required by Section 34C(4) of the 2000 Act, the Planning Authority's decision on the relevant action is deferred until after the Aircraft Noise Competent Authority ('ANCA') has made and notified to the Planning Authority a final 'regulatory decision' on what noise mitigation measures or operating restrictions (if any) that ANCA proposes should be included in the Planning Authority's decision.</p> <p>ANCA is the competent authority in Ireland under Regulation (EU) No. 598/2014. ANCA has on 11th November 2021 published a draft of its regulatory decision and that draft regulatory decision and ANCA's related report containing the reasons for its draft regulatory decision is currently the subject of a consultation conducted by ANCA with DAA plc and with the public. Details of this consultation can be found <a href="https://consult.fingal.ie/en/consultation/aircraft-noise-consultation">https://consult.fingal.ie/en/consultation/aircraft-noise-consultation</a>.</p> <p>The Planning Authority remains the competent authority for the purpose of deciding whether permission should be granted for the 'relevant action'. However, under section 34C (4) of</p>	21/09/2021	15/11/2021	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>the 2000 Act the Planning Authority is precluded from making its decision on the relevant action until ANCA has notified the Planning Authority of its finalised regulatory decision.</p> <p>Development Description:            A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha.</p> <p>The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing. The proposed relevant action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs. to 2400hrs and 0600 hrs. to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300 hrs. and 0700 hrs. over and above the number stipulated in condition no. 5 of the North Runway Planning Permission, in accordance with the annual night time noise quota.</p> <p>The relevant action pursuant to Section 34C (1) (a) is: To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.' Permission is being sought to amend the above condition so that it reads:</p>				

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.' The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs. to 0600 hrs. to 0000 hrs. The relevant action also is: To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'. With the following: A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs. In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures: - A noise insulation grant scheme for eligible dwellings within specific night noise contours; - A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019. The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum. The planning application will be subject to an assessment by the Aircraft Noise Competent Authority in accordance with the Aircraft Noise (Dublin Airport) Regulations Act 2019 and Regulation (EU) No 598/2014. The planning application is accompanied by information provided for</p>				

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>the purposes of such assessment. An Environmental Impact Assessment Report will be submitted with the planning application. The planning application and Environmental Impact Assessment Report may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours of 9.30 - 16.30 (Monday – Friday) at Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin.</p> <p>AI received 13/09/21 AI deemed significant Revised public notices(SAI) received 21/09/21</p>				
F08A/1271/E1	<p>Permission to construct a mixed use development to consist of four buildings (Blocks A, B, C and D) and a waste management facility, with associated site works and landscaping. One building (Block A) of mixed height of 2 and 3 storeys with roof top screened plant area, all on the north-east side of the site, comprising 1 no. retail unit with Cafe of 199.7 sq.m. in total at ground floor and 10 no. own door office units all under 100 sq.m. gross floor area. Access to be provided from the 2nd floor to part of the roof area. Three buildings (Blocks, B, C and D) of two storeys, comprising 28 no. in total own-door self-contained office suites all of under 100 sq.m. gross floor area each. Permission is requested for building signage as indicated on drawings along with 1no. site identification sign incorporated into waste management facility building adjacent to the proposed entrance to the site on the north boundary.</p>	24/01/2014	20/03/2014	N/A	Granted
F21A/0518	<p>Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin. The proposed development will include the reconfiguration of the 2no. existing exit lanes from both the Terminal 1 and Terminal 2 forecourts to provide 4no. new exit lanes, and all associated works including pay cabinets, staff control reader, control barrier, flexi bollards, automatic number plate recognition cameras, CCTV cameras, and 2no. cantilever columns with lane guidance signage, new fencing, new kerbs, new/realigned footpaths and cycleways, relocated lighting columns, and traffic islands. The proposed reconfigured exit lanes from the Terminal 1 and 2 forecourts will also have 1no. lane for buses and taxis. The proposed reconfigured exit lanes from the Terminal 1 forecourt will have 1no. lane including control barriers for emergency vehicles only. The proposed reconfigured exit lanes from the Terminal 2 forecourt will also involve the closure of the existing access/egress into the existing Terminal 2 short-term surface car park and the provision of a new access and new egress, barrier, a CCTV camera and pay cabinet; a proposed concrete median to tie into the existing median; the internal rearrangement and</p>	04/02/2022	03/03/2022	Yes	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>change of use of the existing Terminal 2 surface car park (291no. spaces) to provide 245no. long-term car parking spaces, 17no. van parking spaces, and 20no. short-term car parking spaces; and the removal of an existing pedestrian crossing and provision of a new pedestrian crossing. The proposed development will also involve the erection of advance traffic direction, fee information signage and road markings, and all associated site development, drainage and landscaping works. the proposed development will also involve the reconfiguration of the existing car parking layout on part of the central section of the Express Red Long-Term Car Park in the townland of Toberbunny, Dublin Airport, co. Dublin including the removal of 206no. long-term car parking spaces; the provision of a proposed entry lane, pay cabinet, bollards, entry barrier, automatic number plate recognition camera, staff control reader, and CCTV camera; relocated security hut; provision of new egress with a proposed exit barrier, CCTV camera and pay cabinet; and all associated site development, landscaping and fencing works, to facilitate a time-limited free waiting zone incorporating 100no. short-term car parking spaces (including 4no. PRM waiting spaces).</p> <p>AI received 20/12/21</p>				
F17A/0449	<p>The demolition of existing houses and outbuildings and the construction of 32 no. residential apartments (7 no. one-bedroom units, 21 no. two-bedroom units and 4 no. three-bedroom units) in a part three-storey with setback fourth-floor penthouse level and part four-storey building with setback fifth-floor penthouse level. 41 car-park spaces are to be provided over two levels of a car-park deck and a 6m wide access road from the front slip road off Coolock Lane. Balconies or terraces are to be provided for all apartments. Provision is made for refuse, recycling and bicycle areas, hard and soft landscaping areas, boundary treatments and all other site development works, all on a site totaling c.25ha.</p>	01/11/2017	28/11/2017	Yes	Granted
F17A/0244	<p>Permission for the installation of 1 no. ecolation unit, associated internal alterations and plant area within the existing crematorium building (permitted under Reg. Ref: F14A/0216). The proposal also seeks permission for the retention and completion of the car park adjacent to the crematorium to provide 95 no. car parking spaces, 11 no. car parking spaces adjacent to the substation and lodge, 24 no. car parking spaces at the Entrance Plaza together with associated landscaping, upgrade of internal road network, traffic management measures including electronic barrier and site works.</p> <p>Add Info received 29th March 2018.</p>	29/03/2018	25/04/2018	N/A	Granted
F15A/0085	<p>1) The realignment of existing car parking area to the north western side of unit 3a/b, to include the provision of 16 no. additional car parking spaces (including 5 no. designated customer loading spaces and 3 no.</p>	06/03/2015	30/04/2015	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	designated wheelchair accessible car parking spaces), 7 no. motorcycle parking spaces and 10 no. bicycle stands; 2) The provision of 1 no. pedestrian access gateway and supplementary planting to infill the existing hedgerow along the north western site boundary facing onto the Swords Road (R132) and all ancillary site works thereto.				
F13A/0357	(1) An extension to the existing arena structure of the western gable in the form of a secondary arena (1,380 sq.m.), finished in cladding to match the existing and with a height of approx. 6m to the eaves. (2) 60 no. car parking spaces relocated to the east of the main arena. (3) an area of hard standing (porous paved area 1,450 sq.m.) to the east of the main arena. (4) a retaining wall in the existing car park (west) and all associated site works, including drainage	16/05/2014	12/06/2014	N/A	Granted
F14A/0241	Single storey extension (38 sq.m.) to side and two storey extension (40 sq.m.) to rear of existing motor showroom. New elevational treatments to existing front facade including new replacement glazing and cladding, new Skoda communication wall, new attached illuminated building signage. All at the existing premises.	14/08/2014	10/09/2014	N/A	Granted
F20A/0058	The removal of all existing portacabins and the construction of a vehicle maintenance building comprising of 2 no. units with mezzanine levels, 2 no. storage areas, a new boundary wall and all associated site development works. The proposed storage areas will each consist of 3 no. oil tanks, 2 no. bunded storage units and a refuse store.	10/02/2020	03/04/2020	N/A	Granted
F18A/0245	Amendments to development at Dublin Airport Business park (permitted under Fingal County Council (FCC) Reg. Ref. F08A/1271 and F09A/0344). The proposed development will replace Block B as permitted (1 No. 2 storey block comprising 6 No. office units, c.556 sq.m. total Gross Floor Area (GFA)); to now provide 1 No. 3 storey block (with screened plant at roof level) comprising open-plan office use on ground to 2nd floors, c. 870 sq.m. GFA. The building comprises sedum roof and photovoltaic (PV) panels at roof level. The development will also include: associated amendments to car parking located to the west of Block B to provide 14 No. spaces, a reduction from 15 No. spaces as permitted (resulting in an overall reduction in car parking spaces from 97 No. to 96 No. spaces); associated amendments to permitted hard and soft landscaping including provision of bicycle parking facilities; provision of an access ramp and amendments to existing (permitted) external stairs located between Blocks A and B on the eastern side of Blocks A and B; all associated amendments to site services (foul and surface water drainage and water supply); and all other associated site excavation, infrastructural and site development works above and below ground.	09/05/2018	03/07/2018	N/A	Granted
F18A/0583	1 one storey side extension, total area 52m <sup>2</sup> , to provide kitchen, living, utility & en-suite. Retention permission for rear extension 42m <sup>2</sup> & porch stone cladding. Works include widening of existing access for vehicular	17/10/2018	11/12/2018	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	access, minor internal alterations, modifications to side, rear, front elevations, 6 no. roof lights to front & rear, all associated site development works. This is a Protected Structure.				
F16A/0479	The construction of a 6 storey extension to the side (north-east elevation) of the existing hotel to provide 54 no. new bedrooms, 1,568sq.m. approx.; change of use of 2 meeting rooms within the hotel to provide 4 new bedrooms, 111sq.m. approx.; single storey extension to the hotel restaurant, 109 sq.m. approx.; single storey extension to the hotel kitchen, 25 sq.m. approx.; additional plant room, 8 sq.m. approx.; 10 no. cycle parking spaces, all related site development works on a site of 0.95 ha approx. In combination with the existing development, the proposed development will result in 213 bedrooms and 195 car parking spaces overall at the Premier Inn Hotel.	28/10/2016	22/12/2016	N/A	Granted
F08A/0190/E1	The development will consist of: Part demolition, alteration and extension to rear of existing two storey Restaurant and Public House and new four storey over basement Hotel development to provide the following: 1. New two storey extension to existing Coachmans Inn Restaurant and Public House. Ground floor rear stores and delivery area, entrance lobby with stairs, lift and toilets and first floor restaurant, kitchen, toilets and staff rooms. 2. New four storey Hotel over basement car park to provide a) 100 no. hotel bedrooms on 3 upper floors. b) Ground floor reception and foyer/lounge area, stair and lift, retail shop and offices, coffee shop, bar and restaurant, kitchen and ancillary areas. c) Ground floor business centre consisting of reception lounge, 7 no. meeting rooms and ancillary storage connected to hotel reception. d) Single storey ground floor function room and pre-function area with service kitchen and toilet facilities linked to Hotel Foyer and kitchen facilities. Roof top screened air handling plant. 3. New basement car park containing 140 car spaces, storage and services/plant room areas directly linked to and serving The Coachmans Inn and new Hotel. 4. Associated elevation alterations and hotel back lit advertising signage facing Dublin Road. 5. Associated site works incorporating landscaping, 38 no. surface car parking spaces including 4 no. disabled spaces, bicycle bays and 2 no. coach parking and drop off/pick-up points. A dedicated enclosed Hotel service yard with refuse and storage areas. Coachmans Inn delivery bay. Site entrance and exit road design and markings, directional signage and alterations to adjoining Local Authority public road. 6. All ancillary infrastructure and site development works including the provision of new ESB substation, gravity storm and foul connections and 2 no. foul pumping stations connected to new main sewer in Old Stockhole Lane.	01/07/2013	25/08/2013	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
F22A/0029	Rehabilitation works to existing 'Purple Zone' staff car park to include resurfacing, lighting, road markings and signage, ducting for EV charging points, and all associated site works and ancillary development. No increase in parking capacity is proposed. It is proposed that staff parking will be facilitated within the northern section of the 'Express Red' long term car park (also known as the 'Express Green' car park), located to the east of the 'Purple Zone' staff car park in the townland of Cloghran, Co. Dublin, for the duration of the works.	24/01/2022	16/03/2022	Yes	Granted
F19A/0426	The development will consist of i. Animal Welfare Facility - a single storey equine inspection facility with a gross floor area 376 sq.m. and a maximum height of c. 5.5m and overall dimensions of c. 8m in width and c. 44m in length incorporating 3 no. stables, a veterinary box, office, welfare facilities and circulation area. ii. Airside Operations Facilities c.0.88 hectare site located east of 'Gate Post 22' at the junction of the Swords Road (R132) and the Old Airport Road; a) 14 no. bus parking spaces, 8 no. HGV parking spaces and 2 no. car parking spaces and a tanker parking space. b) Semi-enclosed aircraft foul waste disposal unit, canopy with a maximum height of c. 4.5m. c) 3 no. waste compactors max height of c. 2.2m. and 3 no. portacabins max. height of c. 3m. for the storage of cleaning equipment. d) Tank farm encompassing 4 no. potassium acetate storage tanks used for de-icing, each with a capacity of 15,000 litres and a max height of c. 4m. e) Ancillary site development works and services including vehicle and bin washdown areas, drainage, internal circulation roads, landscaped berm along the southern and eastern boundaries, landside boundary fencing c. 3 m. high and lighting. iii. 'Substation 19' site, a greenfield c.0.05 hectare site southwest of the South Apron incorporating a single storey electrical substation (c. 168 sq.m) with a maximum height of c. 3.4m. and overall dimensions of c. 11m. in width and c. 15.5m. in length. Ancillary site development works and services including lighting and drainage and all ancillary site development works.	11/09/2019	05/11/2019	N/A	Granted
F13A/0327	Commercial development of a builders provider/yard to accommodate a specialist stone supplier, utilising the existing vehicular entrance onto the R132 road. the development will comprise of an office cabin, stone display areas, stone storage bays and pallet areas, car parking and all ancillary works necessary to facilitate the development.	12/11/2013	09/12/2013	N/A	Granted
F17A/0044	A new single storey car maintenance facility of 111m <sup>2</sup> consisting of an enclosed 2 lane workshop facility with ancillary accommodation, with jet wash with car refueling pump with new internal road, street lighting with temporary off season hard standing for a maximum of 350 fleet cars with widening to existing entrance from Turnapin Great with new security gates with new 3	13/04/2017	10/05/2017	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	metre high boundary treatment to match existing along public road frontage (consisting of brickwork, nib wall and painted steel railings) with 3 metre high security fencing to non-public road frontage with 10 no. 10 metre high security lighting pillars with CCTV pillar at entrance with new landscaping and associated site works to 0.8 hectare site.				
F17A/0756	Construction of a four-storey hotel extension (1944sq.m. gross floor area, approximately) to the front (southwest) of the existing hotel building; demolition and reinstatement of existing hotel floorspace (172sq.m.), removal of 3 no. hotel bedrooms and relocation of existing ESB sub-station in order to facilitate the physical connection of the proposed extension; installation of plant room and reorientation of hotel lobby at ground floor level; and hotel accommodation (55 no. new hotel bedrooms) at ground 1st, 2nd and 3rd floor levels, resulting in a combined overall total of 182 no. bedrooms (130 no. existing bedrooms minus 3 no. bedrooms to be demolished). The proposed new extension will have an overall height of 13.8 metres, approximately, to top of plant/staircore. The development will also include: a wall-mounted, internally-illuminated hotel signage panel at third floor level (4th storey) affixed to the southeast and northwest elevations of the proposed hotel extension (2 no. in total); reduction in car parking spaces (from 116 no. to 95 no. spaces); new bicycle parking (18 no. spaces); boundary treatments (including removal of a section of a post and rail fence on the southwest boundary to facilitate sightlines); changes in level; drainage works; piped infrastructure and ducting, roof plant; and all associated site excavation works above and below ground all on a site of 0.93ha. approximately.	29/03/2018	25/04/2018	N/A	Granted
F21A/0578	The proposed area to be retained consists of a three bed apartment located at ground floor level within the footprint of the existing building which we believe was converted around 2015.  AI received 24/8/2022 AI deemed significant ** Revised Public Notices (SAI) received 6/9/2022	06/09/2022	03/10/2022		Granted
F22A/0354	This application was received by Fingal County Council on 13 Jul 2022 and registered on 13 Jul 2022. On 05 Sep 2022, the decision GRANT PERMISSION was made by Fingal County Council.	13/07/2022	05/10/22		Granted
2221/15	Demolition of store and extend outdoor smoking area including open sided glazed roof structure over and open sided loggia across rear entrances at rear The Comet 243-245 Swords Road, Santry, Dublin 9.	16/02/2015	10/04/2015	Yes	Granted
2456/15	PROTECTED STRUCTURE: Permission for change of use from offices to student accommodation at 55 Parnell Square, Dublin 1, a Protected Structure. It will involve repairs to the fabric of the property; sub-division of accommodation to create new bedrooms and	25/03/2015	27/07/2015	Yes	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
3473/15	PROTECTED STRUCTURE: The alterations will consist of the removal of 4no. total existing trees; removal of 1no. existing sign post and 2no. bollards; relocation of an existing security cabin; relocation of 1no. existing lamp post; and the realignment of the existing kerb, paths and landscaping at 2no. road junctions on the internal access road off Drumcondra Road Upper; in order to facilitate appropriate bus turning circles and bus circulation within the St. Patrick's College site.	21/08/2015	15/10/2015	N/A	Granted
3901/15	Planning permission for (1) the demolition of an existing single storey extension to the side of 326 Swords Road, Dublin 9 & (2) the construction of a new detached 2 storey dwelling to the side with 2 No parking spaces to the front.	28/10/2015	21/12/2015	N/A	Granted
4211/15	Planning permission is sought for the demolition of the former Swiss Cottage Bar and Restaurant structure and the rear wall and part of derelict dwelling (Pinecroft) on Schoolhouse Lane, and the construction of a 3 storey mixed use structure comprising 1no. retail/commercial unit and 1 no. takeaway unit at ground floor level, 1 no. two storey restaurant/cafe unit at ground and first floor level and 1 no. retail/commercial unit at ground and first floor level, office accommodation (277 sq.m) at first floor level and 1 no. licensed retail convenience/discount foodstore (1,165 sq.m net sales area) including off licence and ancillary services (plant room etc.) with terrace at second floor level. Permission is also sought for the relocation of the existing entrance off Swords Road to access the proposed surface level undercroft car park which provides for 80 no. car parking spaces with 9 no. on street parking spaces on Swords Road and Schoolhouse Lane, 20 no. bicycle spaces at surface level on Schoolhouse Lane, elevational signage, landscaping, esb substation, switch room etc., bin store, boundary treatments and all ancillary site and engineering works necessary to facilitate the development.	11/12/2015	29/07/2016	Yes	Granted
2316/16	Planning permission for (1) The demolition of an existing single storey extension to the side of 326 Swords Road, Dublin 9 & (2) The construction of 2 new semi-detached 2 storey dwellings with attic conversions to the side of the existing dwelling with	2016/02/22 00:00:00.000	15/04/2016	Yes	Granted
WEB1108/16	The widening of the existing vehicular entrance on Collins Avenue West for the provision of two parking spaces to the front of the existing house.	21/03/2016	13/05/2016	N/A	Granted
3140/16	A proposed health centre fit-out and alterations. The development will comprise of: - change of use from residential and commercial to a health centre, alterations and refurbishment to existing semi-detached building, demolition of existing outbuildings (9.7 sq.m), alterations to existing boundary wall, construction of new single-storey extension to the side of the development (16 sq.m), construction of new two-storey extension to the rear of the development (20 sq.m), external store (7 sq.m) and roof	16/06/2016	10/08/2016	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	mounted solar panels, amounting to 5 consultation rooms, waiting area, staffroom, toilets and associated ancillary site works and services, 6 bicycle and 4 car spaces with access from the Swords Road.				
3749/16	The proposed development will consist of additional hospital / medical-related use through the provision of extensions at level 02 and level 03 (measuring c. 73 sq m floor area and c. 82 sq m floor area, respectively). The development will also consist of additional hospital / medical-related use through the provision of extensions at level 02 and level 03 (measuring c. 73 sq m floor area and c. 82 sq m floor area, respectively). The development will also consist of the following works: the provision of a plant room (c. 146 sq m floor area)(with associated duct work, cowls, exhaust stacks and guard rails) at level 04 onto the roof of an existing plant room at level 03 (with associated alterations to existing flues and duct work, and the removal of guard rail to the level 03 plant room) and the provision of access stairs between the existing level 03 and the proposed level 04 plant rooms; and the relocation of an existing rainwater attenuation tank from level 02 to level 03 and alterations to its size and capacity. The development will also consist of: associated internal alterations; associated elevation changes; alterations to existing site services; and all other associated site development works.	19/09/2016	11/11/2016	N/A	Granted
3782/16	The development consists of: The demolition of existing entrance lobby & the construction of a new entrance lobby with alterations to Ground floor facade including the retention of alterations already completed to the Bar/Restaurant Elevation. Replacing the existing upper floor windows to the front and side elevations of the original building including external rendered insulation. Existing roof top signage to be replaced with new signage.	23/09/2016	17/11/2016	N/A	Granted
3999/16	Partial demolition of the upper floors of 48, 48B, 50 and 50A and alterations to the existing ground floor shop units and shopfronts, demolition of existing buildings to rear and for the construction of new basement to rear of unit 50A and to construct a 2 to 4 storey building comprising 8 no. student accommodation units including communal rooms, storage, ancillary facilities, central broadband antenna and all associated site development works.	26/10/2016	17/02/2017	N/A	Granted
2163/17	PROTECTED STRUCTURE: The Board of Governors of the Rotunda Hospital intend to apply for permission for development of a new Colposcopy Clinic to be located to the north east of the existing nurses home and to the north west of the existing private clinics, within the grounds of the Rotunda Hospital Complex, Parnell Square, Dublin 1. The proposed development consists of the construction of a single storey of clinical and administrative support accommodation over a below-ground plantroom. The proposed development has a total area of 400m <sup>2</sup> . The proposed development will also include demolition and	01/02/2017	28/03/2017	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	remodeling of existing external stairs in the immediate vicinity of the development in order to comply with current regulations. The proposed development is accessed via a discrete entrance which is located to the north east of the nurses home. The proposed development requires the removal and replacement of a number of trees, classified as grade C in the arborist's report. The site is located within a conservation area, and within the curtilage of the existing Rotunda Hospital, a protected structure (no's 6419 & 6420 on the record of protected structures). The proposed development includes ancillary and associated works.				
2951/17	<p>Development at this site c. 0.18 ha. The proposed development comprises of the construction of a retail and student accommodation development comprising of a part-three to part-four storey building onto Dorset Street Lower, and a part-four to part-six no. storey building, with the fifth floor set back, over a single level basement, onto North Circular Road. The development has a total GFA of 5,840 sq.m.</p> <p>The proposal involves the demolition of the existing 2 no. storey terrace building (No. 41-41A Dorset Street Lower) to be replaced with a part-three and part-four no. storey modern addition fronting onto Dorset Street Lower adjacent to the Big Tree Public House, which is to be retained and extended at third floor level. The retail unit will be accommodated within this element of the scheme with student accommodation above.</p> <p>The proposal also includes the demolition of a single storey building at the eastern section of the site (No. 511 North Circular Road) and a single storey out building located in the central area of the site.</p> <p>The proposed student accommodation development provides for 161 no. bedspaces and includes indoor ancillary services for occupants at ground floor level including a gym, screening room, management office, reception, study room and common room. 80 no. cycle parking spaces and shower facilities are proposed at basement level, which is accessed via a ramp from the courtyard. Access to the student accommodation development is to be provided from North Circular Road. Service access is to be provided from street level and from the lane to the rear.</p> <p>The proposal includes all ancillary site works, plant, storage, hard and soft landscaping and boundary treatments. An ESB substation and switch room are proposed at ground floor level.</p>	18/05/2017	16/03/2018	N/A	Granted
WEB1443/17	RETENTION: For the retention of the existing timber garden shed, with associated site works.	28/08/2017	27/03/2018	Yes	Granted
4513/17	The development will consist of the construction of 2 no. two-storey, two-bedroom mono pitched dwellings. Each dwelling will be provided with roof lights and photovoltaic panels on the mono pitched roof, together with private amenity space comprising rear garden/patio and first floor level terrace to front (north) elevation. Application also	14/12/2017	28/03/2018	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	includes alteration to existing boundary wall to existing dwellings No. 1-6 Fitzroy Avenue to provide for larger gardens to these dwellings, replacement gates to existing entrance on Drumcondra Road Lower; bin storage and bicycle parking area; landscaping; SuDS drainage and all ancillary works necessary to facilitate the development.				
4550/17	Permission for new vehicular access and off street parking to front and replace existing hedge with new boundary wall and all associated site works.	05/02/2018	14/08/2018	N/A	Granted
2233/18	A temporary three (3) year planning permission for the extension to the existing Clonturk Community College. The development will consist of a 2 storey temporary modular building with 15 additional classrooms, GP Hall, associated teaching, administrative and circulation spaces to the rear (northwest) and changing facilities in a single storey modular building to the front (southeast) of the existing school. This development together with all associated site development works are located at Swords Road, Whitehall, Dublin 9.	27/03/2018	21/12/2018	N/A	Granted
2591/18	The development will consist of material alteration & change of use of the existing vacant basement units (permitted as medical consultancy/office use under Reg. Ref. 4260/07) to residential to accommodate 3 no. apartments comprising 1 no. studio apartment (37sqm), 1 no. one bedroom apartment (78sqm), and 1 no. two bedroom apartment (88sqm) with individual external stair accesses from street level and internal access from existing stair/left core at No. 50 Parnell Square West. Permission is also sought for all associated site and development works, including minor alterations to rear facade at basement level to provide an additional window.	27/03/2018	21/12/2018	Yes	Granted
3321/18	Permission for single storey extensions to front and rear, internal refurbishments on ground floor and new signage to extension to front.	21/06/2018	09/11/2018	N/A	Granted
3377/18	The proposed development will consist of the construction of a mixed use hotel and retail development comprising a part-three to part-four storey building onto Dorset Street Lower and a part-four to part-six storey building, with the sixth storey set back, over a single level basement, onto North Circular Road. The development will have an overall gross floor area of 5,820 sq.m. The development will include:  A) The demolition of an existing two storey terrace building (No. 41-41A Dorset Street Lower) to be replaced with a part-three and part-four storey building fronting onto Dorset Street Lower adjacent to the Big Tree public house. Retail use will be accommodated at ground level with hotel accommodation above.  B) The Big Tree public house over basement is to be retained with this building extended to provide a fourth storey. Public house use will be retained at ground level and basement level with hotel accommodation provided above.	27/06/2018	26/09/2018	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	C) Demolition of a single storey building (No. 511 North Circular Road) and a single storey outbuilding in the central portion of the subject site to be replaced by a part-four to part-six storey building with the sixth storey set back, over a single level basement, onto North Circular Road to contain hotel accommodation. The proposed hotel will provide for 163 no. bedrooms, reception, lobby, circulation areas, plant and store rooms, landscaped courtyards to the rear; plant area at roof level and to the rear; an ESB substation room accessed from North Circular Road; associated signage, boundary treatment and ancillary works.				
3828/18	The development will consist of alterations and extensions to an existing three-bedroom two storey semi-detached dwelling (gross area: 92.83 sqm). The alterations to include demolition of existing single storey garage to side and single storey extension to the rear of the existing property and the conversion of existing attic space to storage with two roof lights to the front of the dwelling and two roof lights to the rear of the dwelling. The extensions to include two storey extension to side and rear, single storey extension to front and single storey extension to rear with roof light. The development also includes the construction of a detached single storey garden shed to the rear of the property together with all associated siteworks. The proposed works results in a four-bedroom two storey dwelling (gross area: 210.87 sqm).	30/08/2018	28/11/2018	N/A	Granted
4366/18	PROTECTED STRUCTURE: The proposed development consists of the construction of a single storey MV switch room on Parnell Square East; and the construction of a single storey LV switch room and transformer room building, external generator and fuel tank enclosure, and a single storey storage building in the Rotunda lower carpark. The proposed development is located within the Conservation Area and within the curtilage of the existing Rotunda Hospital, a Protected Structure (no's 6419 & 6420 on the Record of Protected Structures). The proposed development includes ancillary and associated works.	09/11/2018	15/02/2019	N/A	Granted
4584/18	Planning Permission for modifications to previously permitted development, planning reg. ref. 3377/18, at 493-511 North Circular Road and 39-41A Dorset Street Lower (The Big Tree). Dublin 1. The proposed modifications consist of the introduction of an enclosed fire escape stair to the rear of the site; 2 new windows and 1 door to the east and north facing elevations; for an additional ESB substation to replace the previously permitted Plant Room at ground floor level; for the relocation of the main hotel entrance on the ground floor one bay to the west on the North Circular Road; for the omission of the previously permitted access hatch from the main stairwell to roof level and introduction of an external screened stairs from the eastern fifth floor level flat roof to the main roof level for maintenance access; and for the change of use of the permitted retail unit to retail/cafe restaurant.	11/12/2018	21/03/2019	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
4692/18	<p>PROTECTED STRUCTURE: The development will consist of a reinstatement of full residential use to all levels of an existing four storey over basement (Protected Structure) building (area 348m<sup>2</sup>) formally Hickey Auctioneers and also partially vacant, including alterations to the existing layout. The proposed alterations to existing layout include (a) ensuites to all bedrooms and toilets off all reception rooms, (b) reinstatement of basements stairs and other sanitary provisions (c) replacement of all existing windows with new up &amp; down painted timber sash windows, (d) new kitchen, utility, store, bin store and services in existing basement, (e) new back porch door &amp; patio doors off living room to courtyard, (f) drop floor in basement return to provide for headspace, (g) general upgrade of all floors and walls for fire, sound and thermal performance where possible, (h) complete replacement and upgrade of all mechanical, electrical and heating installations, (i) repair and upgrade to existing front door and stone surround, (j) reinstatement of previously removed railings to street to match existing, (k) new bay window to ground floor reception room, (l) removal of previously inserted subdividing internal walls where required, (m) blocking up, adjusting, moving, replacing existing doors and reusing where possible and matching existing doors and surrounds. Also included are general improvements to the external appearance of the building and roof to prevent further water ingress and damage, general site landscaping including a rear courtyard patio.</p>	20/12/2018	05/07/2019	N/A	Granted
2667/19	<p>Mater Private Hospital intends to apply for permission for development on a 0.6087 ha site, approximately, at Mater Private Hospital, Eccles Street, Dublin 7, D 07 WKW8. The development proposed includes an amendment to a previously permitted scheme (Dublin City Council Register Reference 2219/17). The development will consist of additional hospital/medical-related use through the demolition of a plant room at Level 04 (c.24 sq m), the provision of extensions at Level 04 (measuring c. 98 sq m), Level 05 (measuring c. 95 sq m floor area (of which 55 sq m is plant rooms)) and Level 06 (measuring c. 1,369 sq m floor area (of which 137 sq m is a plant room)), and the provision of a new floor of development onto the existing hospital building, described as Level 07 (measuring c. 1,317 sq m floor area (of which 137 sq m is a plant room)). The development will also consist of the provision of 2 no. new lifts located internally within the hospital building extending from existing Levels 00 to 05 (12 sq m), which will also extend to form part of the extended Level 06 and new Level 07 floors. The development will result in an increase of 47 No. inpatient bedrooms at the hospital, with associated and ancillary hospital/medical-related use. The overall floor area proposed is 2,8911 sq m (including plant), resulting in the proposed overall gross floor area of the hospital being 24,011 sq m. The development will also comprise: the reorganisation of 3 No. existing</p>	02/04/2019	17/04/2020	Yes	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	bedrooms at Level 05, which will be incorporated into the proposed extension at that level (no change proposed to the number of inpatient beds at that level); new facade treatment on the southern elevation of Level 05; a screened open air plant room at Level 06; the extension of 2 No. existing generator flues on the northeast stairs facade; the relocation of 2 No. permitted exhaust flues from the roof of Level 05 (permitted under DCC Reg. Ref 2219/17) to the new Level 08 (roof) and the provision of 2 No. new exhaust flues at roof level, with all associated support; the provision of a new roof light to the stair extension to the roof of Level 04; the relocation of the atrium roof to Level 08 (roof level) and the provision of 2 No. associated extract fans; the provision of guard rails; associated internal alterations; associated elevation changes; alterations to existing site services; changes in levels and all other associated site development works above and below ground.				
2737/19	Permission for development, consisting of modifications to a permitted mixed use development under Ref. 2713/17, located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to increase the height of Blocks A, B and C from permitted 5 storeys to proposed 7 storeys and for a change in unit type and increase in number of apartments i.e. 70 no. apartments, which will result in a change from 137 no. permitted apartments to 207 no. 1, 2 & 3 bed apartments in the aforementioned buildings, including provision of balconies and roof terraces (i.e. 240sq.m. each) to Blocks A, B & C. The ground floor of Block C will accommodate a unit (i.e. 210sq.m.) for community use in compliance with condition no. 3 attached to planning permission Ref. 2713/17. The proposed development also seeks to provide additional office floor space to both Blocks D & E, providing an increase of 2,931sq.m. of office accommodation to the overall previously permitted development. Block D will increase in height from permitted 2 & 4 storeys to proposed 3 & 5 storeys, while Block E will increase in height from permitted 4 storeys to proposed 5 storeys. Permission is also sought for an extension to the permitted basement car park, (i.e. 1,273sq.m.), to accommodate 52 no. additional car parking spaces, additional bicycle parking and a new emergency escape route to the surface. The proposed development also provides for conversion of 3 no. surface car parking spaces to 3 no. "GoCar" spaces to the north of Block B, and all associated site development works, on a site area of 1.55ha. The effect of the proposed development will be a modification to an extant permission under Ref. 2713/17.	11/04/2019	01/10/2019	N/A	Granted
3143/19	Planning permission for development at 35 O'Connell Street Upper, Dublin 1, an existing 5 storey over ground floor mid-terraced building and 33 and 34 O'Connell Street Upper, an existing 3 storey over ground floor mid terraced building (the site is located within an Architectural Conservation Area). The	29/05/2019	19/12/2019	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	development will consist of change of use from retail to bar/restaurant to ground floor of 35 O'Connell Street Upper, approx. 79sqm, the incorporation of the ground floor of no. 35 into the ground floor to no. 33-34 O'Connell Street Upper, removal of existing shopfronts at ground floor of these properties and replacement with new shopfronts incorporating timber pilasters and fascia, doorways, replacement of existing retractable overhead awnings, glazed shopfronts and new signage.				
3673/19	Planning permission is sought for the construction of a single storey 77sqmts extension to the north of the existing school to accommodate 1 no. classroom with en-suite w.c.'s, a 12.5sqmts extension to the west of the school to form a new entrance lobby, internal alterations and associated site works.	02/08/2019	11/11/2019	N/A	Granted
3688/19	The development will consist of amendments to previously approved proposal PL29N.248718, P.A. Reg. Ref. 4252/16 (Change of use and extension of existing 2 storey terraced premises from commercial bank premises (previous Bank of Ireland branch office) to Retail and Ancillary uses). This application includes a) relocation of ancillary retail uses (staff amenities, administration, and storage), from the first floor to the rear of the ground floor retail store and b) the provision of 8 no. residential units located at first and second floor level of the existing structure fronting onto Swords Road. This amended proposal includes for the remodeling of the first floor to provide 4 no. 1 bedroom apartments with a total gross floor area of 242.5 sqm (2 no. 1 bedroom units at 51.2 sqm each at rear and 2 no. 1 bedroom units at 50.9 sqm each at front of existing building), and also includes for the redevelopment of the attic space to include 4 no. studio apartments with a total gross floor area of 188.6 sqm at second floor level (2 no. studio apartments at 39.7 sqm each at front of existing building). A new external facade will be provided to the rear over the first and second floor levels with external patio at 1st floor level and projecting balconies at 2nd floor level. Amendments are proposed to the existing facade to Swords Road comprising 2 no. new dormer windows at attic (2nd floor) level and new stone shop front surround and a screened area for mechanical plant on the extended flat roof to the rear of the premises. In total, this amended proposal will provide 290.1 sqm of Retail Floor Area, 94 sqm of ancillary amenities and 446 sqm of gross residential Development (Total Gross Development Floor Area - 833.1 sqm) and includes all other elements permitted under PL29N.248718	06/08/2019	22/10/2020	Yes	Granted
4048/19	Planning permission for 1) two-storey extension to gable end house to include conversion of existing garage 2) Loft conversion including the construction of a flat roof dormer structure with window to rear roof profile. 3) The widening of existing front vehicular entrance to facilitate off street car parking.	23/09/2019	19/12/2019	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
4377/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	19/02/2020	N/A	Granted
4378/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	19/02/2020	N/A	Granted
4390/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	19/02/2020	N/A	Granted
4385/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	19/02/2020	N/A	Granted
4379/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	19/02/2020	N/A	Granted
4726/19	Planning permission sought for change of use from ground floor retail shop to restaurant with ancillary take away use; new shopfront and surround; and new air extract duct to rear.	17/12/2019	20/04/2020	N/A	Granted
WEB1729/20	Demolition of existing single storey outbuilding, the construction of a 2 storey extension to rear of existing dwelling & minor internal alterations	22/10/2020	09/02/2021	N/A	Granted
3726/20	Planning permission for development at this circa 0.57 ha site located at the above address. The site is bounded on the east by Dorset Street Upper, to the north by Wellington Street Lower, on the west by Paradise Place and on the south by existing school and playground to rear of St. Mary's Place North. The proposed development will consist of the partial temporary use of Block B, Block C and Block D (92 bed spaces) of the existing development (total of 447 bed spaces) for visitor accommodation in the period between 1st February 2021 to 31st May 2022. After such times, the original condition 12 of Reg. Ref.: 2838/15 will apply. There are no proposed changes to the student accommodation at Block A and Block E and the existing commercial units fronting Dorset Street. There are no physical changes proposed.	12/11/2020	24/02/2021	N/A	Granted
2536/21	Planning permission for the development will consist of a sports skills wall at 5m in height, 2 no. artificial grass courts (overall area 353m2)	06/04/2021	28/10/2021	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	including boundary walls and fencing with ball stop netting around the perimeter at 5m in height and the installation of new floodlighting to the north and south perimeters of the proposed courts as well as all associated site and landscaping works.				
WEB1580/21	Planning permission sought by Des O'Sullivan and Claire Doran for the construction of a two storey side extension and single storey rear extension together with a widened vehicular access all at 235 Griffith Avenue, Dublin 9, D09 Y1X9.	26/05/2021	24/09/2021	N/A	Granted
3045/21	The proposed development will consist of amendments to previously permitted purpose built professionally managed student accommodation development under Reg. Ref.4533/19 and Reg.Ref.PL29N307422 to provide for revisions to Block C at ground floor level to provide for 6 no. additional bed spaces with associated common areas. Revisions to Block A at ground and third floor level to provide 2 no. additional bed spaces. Revisions to Block B to provide revised bedroom layout and associated common areas to provide 8 no. additional bed space. Revisions to approved cafe to provide within curtilage toilets and the insertion of front entrance. All associated site development and engineering works necessary to facilitate the proposed development. The proposed amendments increase the number of bed spaces as part of the development to 114 from the approved 98.	28/06/2021	01/10/2021	N/A	Granted
WEB5107/21	Part removal of the existing front boundary wall, new vehicular entrance, piers, gates and driveway to front, removal of bollards & dishing of pavement and all associated site works.	15/11/2021	02/03/2022	N/A	Granted
3132/22	PERMISSION & RETENTION: Planning permission is being sought for a temporary three (3) year planning permission for 1) Construction of new Two-storey Temporary Modular standalone school extension with 18 additional classrooms and associated teaching, administrative, and circulation spaces to south of school site, 2) Retention of existing Two-storey Temporary Modular standalone school extension to rear (northwest) of main school and Single storey Temporary Modular Changing Rooms to front (southeast) of main school building (constructed under Reg. Ref. 2233/18), 3) Retention of existing 'Classrooms Block 1' Single storey Temporary Modular standalone extension to east of site, 4) Retention of existing 'Classrooms Block 2' Single storey Temporary Modular standalone classroom extension to south of site and associated site development works.	25/01/2022	Pending	N/A	Granted
3233/22	Planning permission for the construction of a single storey lean-to extension and associated site works at the rear of T. O'Reilly Building, Swords Road, Dublin 9, D09VF9f and formally the rear of 5A Magenta Crescent, Whitehall, Dublin 9, D09 TY05 and 5 Magenta Crescent, Whitehall, Dublin 9, D09 PW63. Demolition to the existing rear wall is also being carried out.	08/02/2022	Pending	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
3793/22	Planning permission for the development will consist of partial demolition of existing 2 storey mid-terrace building and rear extensions, retaining the basement, front facade, chimney and roof profile and alterations to contain 2 no. 1-bedroom apartments at first floor accessed from courtyard over a 95 sq.m ground floor retail unit with signage alterations to facade including entrance to rear courtyard. Construction of building at rear of site will contain 3 no. 1 bedroom 1 no. 2-bedroom apartments all with balconies and solar panels, accessed via a new pedestrian entrance on Drumcondra Road Lower. Landscaped communal garden, bin stores and 14 no. bicycle spaces will be provided along with associated site works.	22/04/2022	Pending	N/A	Granted
4356/22	Permission for 1. two storey extension to front and side with triangular glazed element at attic level and Velux roof window all to front, 2. attic conversion with dormer window and Velux roof window to rear, 3. two storey extension at rear with single storey element, 4. new windows at side at ground, first and attic levels, 5. single storey detached garden shed/games room in garden at rear, 6. widen existing vehicular access to front."	30/06/2022	24/08/2022	N/A	Granted
4167/22	Permission for single storey extension to front, First floor extension to front and side over existing garage and change roof profile from hipped to straight gable. Two new windows and door to side at ground level with new window at side at first floor level. Attic conversion with dormer window to rear and 2 number Velux roof windows to front. Widen existing vehicular access and create additional area for off street parking to front	07/06/2022	29/07/2022	N/A	Granted
4146/22	"Development will consist of a two storey infill to an existing courtyard located over car parking at Level 0 to provide a staff changing room of 82.5sqm at Level 01 and an operating theatre of 82.5sqm at Level 02 along with a single storey extension to the existing theatre plant room of 60sqm at Level 03 and a storey and a half extension to the north of the building at Level 01 to provide a replacement equipment store and staff room totalling 109.6sqm with an increase in height to a portion of the existing northern brick parapet at Level 01 by approximately 750mm. "	03/06/2022	28/07/2022	N/A	Granted
F22A/0354	Extension/alterations to a 2-storey, single dwelling detached house as follows: Demolition of the rear ground floor extension, demolition of 2 chimneys, re-instatement of garage on SW side; construction of ground floor flat roof rear extension with 2 roof windows; attic conversion with rear dormer; installation of first floor window on SW elevation; widening of vehicular access from Swords Road; re-modelling of interior, upgrade of heating and insulation for improved energy efficiency and sound	13/07/2022	05/09/2022	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	proofing; cladding and rendering to all external walls; site landscaping.				
F20A/0668	<p>A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultrey, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha.</p> <p>The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing. The proposed relevant action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs. to 2400hrs and 0600 hrs. to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300 hrs. and 0700 hrs. over and above the number stipulated in condition no. 5 of the North Runway Planning Permission, in accordance with the annual night time noise quota.</p> <p>The relevant action pursuant to Section 34C (1) (a) is: To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.' Permission is being sought to amend the above condition so that it reads: 'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance</p>	21/09/2021	08/08/2022	Yes	Pending

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.' The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs. to 0600 hrs. to 0000 hrs. The relevant action also is: To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'. With the following: A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs. In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures: - A noise insulation grant scheme for eligible dwellings within specific night noise contours; - A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019. The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum. The planning application will be subject to an assessment by the Aircraft Noise Competent Authority in accordance with the Aircraft Noise (Dublin Airport) Regulations Act 2019 and Regulation (EU) No 598/2014. The planning application is accompanied by information provided for the purposes of such assessment. An Environmental Impact Assessment Report will be submitted with the planning application.</p>				

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>The planning application and Environmental Impact Assessment Report may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours of 9.30 - 16.30 (Monday – Friday) at Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin.</p> <p>AI received 13/09/21            AI deemed significant            Revised public notices(SAI) received 21/09/21</p>				
F22A/0687	<p>Permission for development at this (c. 0.54 ha). The subject site overlaps and will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of :</p> <ol style="list-style-type: none"> <li>1. Demolition of existing residential dwelling Hollytree House (c. 449.2 sqm).</li> <li>2. Construction of 85 no. residential apartments (35 no. 1-bed, 37 no. 2-bed units and 13 no. 3 bed units) within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony.</li> <li>3. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west.</li> <li>4. Landscaped public open space in the northern part of the site fronting the Boroimhe Link Road L2300 (on lands zoned Open Space) and additional public open space across the site and communal open space including children's play area.</li> <li>5. Provision of 50 no. car parking spaces. 49 no at basement level (including 2 no. disabled access spaces) - all accessed via vehicular ramp and 1 no disabled access space at ground level.</li> <li>6. provision of 293 no. bicycle parking spaces: 218 no. at basement level accessed via cycle ramp and 75 no. bicycle parking spaces at ground level.</li> <li>7. ESB substation, switch room, bin storage and bicycle storage at ground level at the southern perimeter, with green roof and PV panels at roof level, as well as plant at basement level and all associated works and infrastructure to facilitate the development.</li> </ol>	12/12/2022	12/02/2023	N/A	FI - Pending
F22A/0422	<p>The development will consist of the demolition of existing storage warehouse and construction of a replacement storage warehouse at the same site location. The extension and upgrading of cladding on existing storage shed associated with the existing light industrial building and removal of existing Towers and Silos also associated with the light industrial building. Proposed minor internal changes and additional roof light windows to the existing office/trade counter building and provision of dedicated staff and customer parking, delineation of loading &amp; unloading set down areas for HGV/s, building signage and all associated site and development works.</p> <p>AI received 09/02/23</p>	09/02/2023	08/03/2023	Yes	Pending

Reference	Description	Registration Date	Decision Date	Appeal	Decision
3132/22	PERMISSION & RETENTION: Planning permission is being sought for a temporary three (3) year planning permission for 1) Construction of new Two-storey Temporary Modular standalone school extension with 18 additional classrooms and associated teaching, administrative, and circulation spaces to south of school site, 2) Retention of existing Two-storey Temporary Modular standalone school extension to rear (northwest) of main school and Single storey Temporary Modular Changing Rooms to front (southeast) of main school building (constructed under Reg. Ref. 2233/18), 3) Retention of existing 'Classrooms Block 1' Single storey Temporary Modular standalone extension to east of site, 4) Retention of existing 'Classrooms Block 2' Single storey Temporary Modular standalone classroom extension to south of site and associated site development works.	25/01/2022	30/08/2022	N/A	Granted
3793/22	Planning permission for the development will consist of partial demolition of existing 2 storey mid-terrace building and rear extensions, retaining the basement, front facade, chimney and roof profile and alterations to contain 2 no. 1-bedroom apartments at first floor accessed from courtyard over a 95 sq.m ground floor retail unit with signage alterations to facade including entrance to rear courtyard. Construction of building at rear of site will contain 3 no. 1 bedroom 1 no. 2 bedroom apartments all with balconies and solar panels, accessed via a new pedestrian entrance on Drumcondra Road Lower. Landscaped communal garden, bin stores and 14 no. bicycle spaces will be provided along with associated site works.	22/04/2022	14/10/2022	N/A	Granted
3957/22	Planning permission for two storey extensions to side and rear and change existing main hipped roof to straight gable roof profile with new window at side at attic level. Single storey extensions to front and rear. Single storey garden shed/games room in garden at rear. Enlarge existing vehicular access and create additional area for off street parking to front.	12/05/2022	17/08/2022	N/A	Granted
4008/22	The development will consist of: Change of use from existing pub to new retail convenience store to include a new off licence and deli area for the sale of hot food & intoxicating liquor for consumption off the premises.	19/05/2022	07/10/2022	N/A	Granted
4146/22	Development will consist of a two storey infill to an existing courtyard located over car parking at Level 0 to provide a staff changing room of 82.5sqm at Level 01 and an operating theatre of 82.5sqm at Level 02 along with a single storey extension to the existing theatre plant room of 60sqm at Level 03 and a storey and a half extension to the north of the building at Level 01 to provide a replacement equipment store and staff room totalling 109.6sqm with an increase in height to a portion of the existing northern brick parapet at Level 01 by approximately 750mm.	03/06/2022	09/09/2022	N/A	Granted
4167/22	Permission for single storey extension to front, First floor extension to front and side over	07/06/2022	12/09/2022	N/A	Granted



Reference	Description	Registration Date	Decision Date	Appeal	Decision
	existing garage and change roof profile from hipped to straight gable. Two new windows and door to side at ground level with new window at side at first floor level. Attic conversion with dormer window to rear and 2 number Velux roof windows to front. Widen existing vehicular access and create additional area for off street parking to front				
4356/22	<p>Permission for</p> <ol style="list-style-type: none"> <li>1. two storey extension to front and side with triangular glazed element at attic level and Velux roof cabrio window all to front,</li> <li>2. attic conversion with dormer window and Velux roof window to rear,</li> <li>3. two storey extension at rear with single storey element,</li> <li>4. new windows at side at ground, first and attic levels,</li> <li>5. single storey detached garden shed/games room in garden at rear,</li> <li>6. widen existing vehicular access to front.</li> </ol>	30/06/2022	07/10/2022	N/A	Granted
4387/22	Planning permission for change of use of ground floor from retail to restaurant use, with ancillary takeaway, internal modifications, and new storefront to front.	04/07/2022	15/11/2022	N/A	Granted
4965/22	<p>PROTECTED STRUCTURE: Proposed works at a site to the rear, and within the curtilage of, no.236 Clonliffe Road, Drumcondra, Dublin 3, a Protected Structure, consisting of the following principal elements:</p> <ol style="list-style-type: none"> <li>1. Demolition of existing single-storey Garage/Workshop structure on the site;</li> <li>2. Construction of a contemporary, detached, two- storey dwelling house with flat roof which accommodates screened, private open space at roof level;</li> <li>3. The new dwelling will be accessed from the existing private lane to the rear of no.236 Clonliffe Road which is accessed from Drumcondra Road Lower;</li> <li>4. The development will include all associated landscaping, drainage and site development works.</li> </ol>	30/09/2022	10/03/2023	N/A	Granted
4983/22	The development will consist of a change of use of vacant units from gym studio with retail component (Unit 230: 958sqm) and Office (Unit 237: 250sqm) to combined medical consulting rooms (1210 sqm). The application includes various internal works associated with the creation of the single unit to include internal demolition and removal of internal signage, roller shutters, walls & associated works and the reinstatement of internal glazed shop front doors. Existing permissions: Unit 230 previously permitted under reg ref. 2897/17 as gym studio with retail component use and unit 237 previously permitted under reg. ref. 4607/19 as office use.	04/10/2022	11/01/2023	N/A	Granted

Reference	Description	Registration Date	Decision Date	Appeal	Decision
WEB1963/22	Demolition of existing garage to side, and erection of a ground floor extension to side & rear, with internal modifications and associated site works	18/10/2022	25/01/2023	N/A	Granted
5101/22	Planning permission is sought for change of use from existing ground floor retail/office to 2 no. takeaways, with new signage, alterations to elevations, dry store extension to rear and connection to existing services.	21/10/2022	12/12/2022	Yes	Pending
5205/22	The development will consist of reduction of existing lawn area (16sqm) on Northeast side of existing dwelling to provide 5no. additional carpark spaces including adjustment to surface water system & removal of 2 no. existing trees.	10/11/2022	24/02/2023	N/A	Granted
3062/23	RETENTION PERMISSION: for change of use from workshop, retail and office use to staff room, toilets, gaming and amusement arcade uses at ground floor (221 sq.m) with provision of 2no. new rear exit doors and removal and blocking up of 2no. existing rear exit doors, and change of use from storage use to live gaming emporium at basement level (261 sq.m).	19/01/2023	14/03/2023	Yes	Pending
WEB1059/23	<p>1. Single storey extensions to the South-West and North-East of the main dwelling to house an oratory and an additional guest bedroom and to the rear to provide a covered link between the original building and the previously approved extension, a glazed lift enclosure to the rear of the main building, all to create a more inclusive / accessible dwelling house. Alterations of extension windows at rear to improve daylight and all associated internal alterations.</p> <p>2. Demolition of existing garage and construction of a single storey home office outbuilding with archival storage in the roof space in lieu.</p> <p>3. Construction of a single storey garden shed and other associated site works.</p>	01/02/2023	28/03/2023	N/A	FI - Pending
3169/23	<p>PROTECTED STRUCTURE: PERMISSION: For development consisting of: a) Material Change of the existing building from bed &amp; breakfast</p> <p>use into residential use providing for 4 no. new apartments, one per floor, within the existing floor area of the building, as follows: unit 1 - 44.8msq at basement (lower ground floor) level; unit 2-35.5msq at ground floor (entry) level; unit 3-45.1msq at first floor level; unit 4-45.3msq at second floor level (b)</p> <p>Replacement of all non-original windows with new timber-framed six over six sash windows to the front and rear at ground, first and second floor levels, and 2 no. timber-framed windows at basement level, all to existing opes;</p> <p>(c) Structural repairs to redress water damage including removal of the existing temporary roof and reinstatement with new natural slates; removal and replacement of the existing suspended timber floors and upgrading to new fire rated suspended timber</p>	03/02/2023	30/03/2023	N/A	FI - Pending

Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>floors and ceilings throughout; (d) Refurbishment of existing internal stair and reinstatement to match existing; to (e) Internal alterations to remove non-original internal partitions at all levels; (f) Provision of new internal partitions to new unit layouts at all levels; (g) Fire safety upgrade works include new alarm system, firestopping at attic level and at compartments below, new internal fire doors at all levels, and new fire rated partitions and ceilings as required; (h) New AOV roof light to existing roof valley; (1) Weatherproofing and remedial</p> <p>works to the existing front entrance steps; (i) Refurbishment of existing historic fabric including 2 no. original arched windows to the rear, original external ironwork throughout, plasterwork to entrance hall, localised repairs and patching to original brickwork to the front and to the original render to the rear; (k) Existing drainage to be refurbished including new pipework and new cast iron rainwater goods as required; (1) Landscaping works to the front and rear including new localised reduction in external ground level to the rear to form new 2msq lower area; new permeable paving; planting; refuse store; bicycle parking; and a new boundary treatment subdividing the</p> <p>subject site from the rear section opening onto St. Joseph's Avenue; (m) New mechanical and electrical services throughout; (n) 4 no. new bathrooms and kitchenettes, one each per proposed apartment; (o) Remedial works to address dampness in the existing external walls and lower ground floor; (p) Remedial works to the existing rear return including provision of new tenant storage areas and repairs to the existing non-original roof; (q) Temporary use of the rear (western) portion of the existing site fronting on to St. Joseph's Avenue for a temporary construction compound, access and deliveries for the duration of the proposed works only; (r) All ancillary works necessary to facilitate the development.</p>				

### 3. References

Dublin City Council (2023) Planning Application Search [Online] Available from <https://planning.agileapplications.ie/dublincity/search-applications/>

Fingal County Council (2023) Planning Application Search [Online ] Available from <https://www.fingal.ie/view-or-search-planning-applications>