

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These shapes include circles, teardrop-like forms, and rounded rectangles, some of which are partially cut off by the edges of the page. The overall aesthetic is modern and clean.

# Appendix A2.1 Planning Report

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Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
AVL	Automatic Vehicle Locator
CBC	Core Bus Corridor
CIE	Córas Iompair Eireann
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
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
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Park and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
OPW	Office of Public Works
OS	Open Space
PR	Planning Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective

Acronym	Meaning
RSA	Road Safety Authority
RSES	Regional Spatial Economic Strategy
RSO	Regional Strategic Outcome
SDCC	South Dublin County Council
SDCCDP	South Dublin County Council Development Plan
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFILT	Strategic Framework for Investment in Land Transport
TEN-T	Trans European Transport Network
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 Kimmage to City Centre Scheme 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 (hereinafter called the CBC Infrastructure Works). The CBC Infrastructure Works, once completed, will deliver the radial core bus corridors identified in the Core Bus Network contained in the National Transport Authority's (NTA's) Transport Strategy for the Greater Dublin Area 2016 – 2035 (hereafter referred to as the 2016 GDA Transport Strategy) (NTA 2016).

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.

## 1.1 Summary Description of the Proposed Scheme

The Proposed Scheme will be approximately 3.7km in length and will commence on R817 Kimmage Road Lower at the junction with the R818 on Terenure Road West and Kimmage Road West, and R817 Fortfield Road. The Proposed Scheme will continue along R817 Kimmage Road Lower towards the City Centre, via the R137 on Harold's Cross Road, Clanbrassil Street Upper and Lower and New Street South. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions where feasible, with alternative measures proposed at particularly constrained locations such as much of R817 Kimmage Road Lower, Harold's Cross Park West and short sections of R137 Clanbrassil Street Upper and Lower in alternate directions. A complementary cycle route is also proposed to the west of the Proposed Scheme via quiet streets at the southern end of the Proposed Scheme.

Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions with alternative measures proposed at particularly constrained locations.

Pedestrian facilities will be upgraded, and additional signalised crossings will 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 pedestrian experience. Examples of this include the proposed works at R817 Kimmage Road Lower and Sundrive Road, and at St. Patrick's Court.

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 which will use the corridor.

A full description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description) 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 (Need for the Proposed Scheme) and Chapter 3 (Consideration of Reasonable Alternatives) 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 2016 GDA Transport Strategy was published by the NTA in 2016 (NTA 2016).

The 2016 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 2016 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 2016 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 2018-2027) (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 of the Need for the Proposed Scheme**

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

Sustainable transport infrastructure assists in creating more sustainable communities and healthier places to live and work while also stimulating our economic development and contributes to enhanced health and well-being when delivered effectively.

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 (Project Ireland 2040 - National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b)), 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 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 being the reduction of journey times for modes of transport with higher person carrying capacity modes (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

The delivery of the Proposed Scheme is supported by International, European, National, Regional and Local policies, planning strategies and plans. The key policy and planning documents are described in Section 3, including the manner in which the need for the Proposed Scheme is supported by the relevant policies and objectives.

It should be noted that 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 2016 GDA Transport Strategy (NTA 2016), the NTA prepared the Core Bus Network Report (NTA 2015a) for the Dublin Metropolitan Area, which identified those routes upon which there will 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 routes serving larger destinations outside of the City Centre core.

The following methodology was employed to determine the need for the future core bus infrastructure network:

- 1) The existing bus network and bus infrastructure in the Dublin Metropolitan Area was analysed, including the identification, mapping and categorisation of the existing bus infrastructure. This analysis identified all roads that have dedicated road space for bus, and other bus priority infrastructure, such as bus gates, junction bus priority and bus-only through routes;
- 2) Journey time delays of the bus network in the Dublin Metropolitan Area were examined;
- 3) The frequency of bus services between stops during the peak period was examined to help identify where the highest volume of bus traffic is on the network;
- 4) A demand analysis, including a broad understanding of trip demand was undertaken; and
- 5) Using the above analysis, specific corridors where investment is to be prioritised in the network was identified and mapped.

Overall, at the time the Core Bus Network Report was prepared, there were approximately 213km (kilometres) of dedicated bus lanes in the GDA, of which 93km can be categorised as outbound and 120km can be categorised as inbound (City Centre or lower order centre as destination).



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 all 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 2016 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 2016 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 2016 GDA Transport Strategy recognised that these corridors are generally characterised by discontinuity, whereby the corridors currently have dedicated bus lanes along only 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 2016 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.

There are three main bus corridors in the south central Dublin area with varying degrees of bus priority linking the outer suburbs to the City Centre. These are the Rathfarnham-Terenure-Rathgar-Rathmines on the eastern side, the Kimmage corridor in the middle (i.e., the Proposed Scheme) and the Tallaght-Greenhills-Walkinstown-Crumlin corridor on the western side.

The current level of bus priority along the Kimmage corridor is poor at just 24% of the length in the northbound direction to the City Centre, and 6.5% in the southbound direction from the City Centre.

The Core Bus Network study included a recommended route from Kimmage to the City Centre on the basis of the need to serve significant demand along this entire corridor, and the need to address service deficiencies (lack of bus priority and associated journey time reliability) for a high level of scheduled bus services already operating along this corridor.

The need for the Proposed Scheme is supported by the objective of the 2016 GDA Transport Strategy to provide continuous bus priority, as far as is practicable, along the core bus route, that supports a more efficient and reliable bus service with lower journey times.

### **1.3.2 The Cycle Network**

The Greater Dublin Area Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. The GDACNP 2013 formed the strategy for the implementation of a high quality, integrated cycle network as set out in the 2016 GDA Transport Strategy (NTA 2016). 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 non-segregated 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 2013 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). 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 2013, several interventions have taken place, both permanent and temporary. In the case of the existing environment however there are no segregated cycling facilities currently along the Proposed Scheme route.

The GDACNP 2013 proposed 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 will be of this type.

There are two primary cycle routes identified running along or parallel to the majority of the Proposed Scheme, including:

- Radial Cycle Route 9 from Kimmage in part along the Proposed Scheme; and
- Radial Cycle Route 9B from Terenure in part running parallel to the Proposed Scheme.

In the GDACNP 2013, there were a number of proposed cycles routes that will intersect with the Proposed Scheme including:

- Primary Orbital Cycle Route N10 and Orbital Secondary Route SO1 that crosses the Proposed Scheme at Leonard's Corner (R811 South Circular Road);
- The Grand Canal Greenway at Robert Emmett Bridge over the Grand Canal at Clanbrassil Street Upper just north of Harold's Cross;
- Orbital Secondary Route SO2 that crosses the Proposed Scheme at Sundrive Cross; and
- Orbital Secondary Route SO3 that crosses the Proposed Scheme at Kimmage Cross Road.

In addition, a proposed greenway (River Poddle Greenway) is identified running parallel to a section of the Proposed Scheme.

### **1.3.3 Infrastructure Works**

#### **1.3.3.1 The Core Bus Network Development**

In Section 5.5.4 of the 2016 GDA Transport Strategy 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 BRT corridors and the CBCs would, ultimately, be limited, and that the radial CBCs should be developed to provide a similarly high level of priority service provision (i.e. to provide consistency in terms of bus priority and infrastructure to support all bus services).

Within the part of the GDA where the Proposed Scheme is located, as part of the Core Bus Network development process and options assessed (refer also to Chapter 3 (Consideration of Reasonable Alternatives), the need for the Kimmage to the City Centre CBC was identified. This was on the basis of the need to serve significant demand between these locations, which bus priority infrastructure on a connecting route for existing and new bus services between the radial bus route corridors would serve to achieve.

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

#### **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) in Volume 2 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)**

Section	AM Peak Inbound	PM Peak Inbound	AM Peak Outbound	PM Peak Outbound
Kimmage to City Centre	9.18	7.37	9.32	9.09

The AVL data indicates that current bus journey times have a standard deviation of approximately 9 minutes along the Proposed Scheme, and with any further increases in traffic levels, these issues are expected to be exacerbated. In addition to impacting on bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps in the timetable. Aligned to this, the remaining sections of un-prioritised bus network can lead 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 24% (citybound) and 6.5% (outbound), cumulatively equating to approximately 15% of the length of the route. The Proposed Scheme will facilitate 100% bus priority and 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 being 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 GDACNP 2013 (NTA 2013) and 2022 Greater Dublin Area Cycle Network Plan (NTA 2022a);
- Future public transport proposals such as the DART+ Programme and MetroLink; and
- Supporting the ongoing roll out of Dublin Bus Network Re-design as part of BusConnects.

The Proposed Scheme has an overall length of approximately 3.7km and will commence on R817 Kimmage Road Lower at the junction with the R818 on Terenure Road West and Kimmage Road West, and R817 Fortfield Road. The Proposed Scheme will continue along R817 Kimmage Road Lower towards the City Centre, via the R137 on Harold's Cross Road, Clanbrassil Street Upper and Lower and New Street South. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions, where feasible, with alternative measures proposed at particularly constrained locations such as much of R817 Kimmage Road Lower, Harold's Cross Park West and short sections of R137 Clanbrassil Street Upper and Lower in alternate directions. A complementary cycle route is also proposed to the west of the Proposed Scheme via quiet streets at the southern end of the Proposed Scheme.

There is considerable demand for transport both along the corridor, and further afield from the onward connections to the route at the southern end linking from the Templeogue and Greenhills areas. Local demand arises from the extensive residential catchment area along the corridor for travel to and from the City Centre. Specific local trip generators are at Kimmage Village where there is a concentration of local businesses and retail premises centred around the Sundrive Shopping Centre. Other commercial centres are at Harold's Cross and Leonard's Corner in the Portobello area. Employment sites are clustered at Ravensdale Park and Cashel Road at the southern end and in the Harold's Cross and Portobello areas. There are numerous schools along the corridor at Clareville Road and Harold's Cross Road, as well as third level education centres at Griffith College near Leonard's Corner, and several sites of the Technological University Dublin at Kevin Street and Aungier Street at the northern end of the corridor (although the former is due to relocate to the Grangegorman campus further away across the city on the No.83 bus route). Other transport demand is generated by Our Lady's Hospice in Harold's Cross and the nearby Mount Jerome Cemetery.

In terms of the need to improve facilities for cyclists, as part of the GDACNP 2013, there are two primary radial cycle routes (radial cycle routes 9 and 9B) and one primary orbital cycle route (N10), as well as three secondary orbital cycle routes (including S01, S02, S03) along the route of the Proposed Scheme.

No segregated cycling facilities are currently provided along the Proposed Scheme. There are non-segregated part-time cycle lanes over 80% of the route length or cyclists must cycle in the bus lanes where provided. High-quality cycle facilities in the Proposed Scheme will increase to 47% consisting mainly of segregated cycle tracks in both directions and the remainder of the route will be located along the bus gate-controlled section of R817 Kimmage Road Lower with low traffic flows and a speed limit of 30 km/h (kilometres per hour), plus parallel routes using quiet residential streets. Additional and improved crossing facilities for pedestrians and cyclists will be provided at all junctions and at places in mid-block between junctions for better permeability generally.

The Kimmage corridor currently caters for the following bus routes (prior to implementation of the revised Bus Network):

- 9 from Charlestown to Limekiln Avenue;
- 16 from Dublin Airport to Ballinteer;
- 49 from City Centre to Tallaght;
- 54a from Kiltipper to City Centre (Pearse Street); and
- 83/83a from Kimmage to Harristown.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the F-Spine bus services. Image 2.6 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR is an extract from the new Dublin Area Bus Network Map (NTA 2020) and shows that the F-Spine interfaces with the Proposed Scheme between Kimmage and the City Centre, respectively. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with 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 (F-Spine) by providing journey time and reliability savings 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 infrastructure for active (walking and 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 to 100 times the number of passengers per vehicle. On average, a typical double-deck bus carries approximately 60 to 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 buses 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 infrastructure and segregated cycle tracks 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 (Opening Year (2028) and Design Year (2043)). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 80% in the number of people travelling by bus, an increase of 8% in the number of people walking or cycling, and a reduction of 50% in the number of people travelling by car along the route of the Proposed Scheme.

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.

Image 2.9 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR presents the passenger loading profile comparing the Do Minimum and Do Something scenarios in the 2028 AM Peak Hour in the inbound direction for the Proposed Scheme. It shows higher levels of bus passenger loadings along the Proposed Scheme with a peak loading at the junction with Clanbrassil Street where the volume of passengers reaches 2,250 in the AM Peak hour, compared to approximately 1,350 in the 'Do-Minimum' scenario.

There is a steady growth in bus patronage all along the Proposed Scheme and at the northern end of the Proposed Scheme, there are an estimated 700 additional passengers per hour in the inbound direction in the morning peak hour compared to the Do-Minimum scenario.

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 no permanently segregated cycling facilities along the route. This will increase to 100% in both directions with 47% being fully segregated, and the remainder on quiet streets. 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 on main roads between junctions will increase from five to 9 (+80%) pedestrian crossings. In addition, the pedestrian crossing facilities at three of the existing 10 junctions will be improved through the provision of additional crossings to enable more direct and convenient pedestrian movements. The Proposed 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.

An assessment of transport impact arising from the delivery of the Proposed Scheme is presented in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the 2016 GDA Transport Strategy (NTA 2016). 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 the 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 sustainable 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 congestion and operational issues on the road network. The Proposed Scheme will deliver a reliable alternative to car-based travel that can support future sustainable growth and provide a positive contribution 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 in Section 3. 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 Greater Dublin Area Transport Strategy 2022 - 2042 (NTA 2022b) 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 Section 1 - Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road**

This section of the Proposed Scheme will be approximately 2.2km long and will commence on R817 Kimmage Road Lower at the KCR Junction with R818 Kimmage Road West, R817 Fortfield Road and R818 Terenure Road West. The Proposed Scheme will proceed along R817 Kimmage Road Lower in a north-eastern direction generally and will conclude at the junction with R137 Harold's Cross Road at the northern end of Harold's Cross Park.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in either direction over a length of 260m northbound, and 200m southbound from the KCR Junction to where a southern Bus Gate is proposed just north of the R817 Kimmage Road Lower and Ravensdale Park Junction. This Bus Gate will operate in tandem with a northern Bus Gate at Harold's Cross Park to preclude through-traffic over the intervening 2km length of this section, to R137 Harold's Cross Road at Harold's Cross Park. The Bus Gates will operate at peak times to secure bus priority by deflecting through-traffic off this route, while ensuring enhanced amenity for local residents with the development of a quieter street (with existing parking arrangements unchanged) than currently exists. Local traffic access will be diverted via Sundrive Road on the western side or Larkfield Avenue on the eastern side.

The provision of the southern Bus Gate at the Ravensdale Park Junction will be complemented by a number of traffic management measures on adjoining residential streets to prevent through-traffic or 'rat-running' as follows:

- Near the southern Bus Gate, Poddle Park to the west will be closed to through-traffic, except for cyclists, at the junction with Ravensdale Park;
- To the east of the southern Bus Gate, Derravaragh Road will be closed to through-traffic, except for cyclists, at the southern side of the junction with Corrib Road; and
- For southbound traffic diverted by the proposed southern Bus Gate, improvements will be made to the junction of R137 Harold's Cross Road and Kenilworth Park by way of the provision of a southbound right-turn to facilitate local access to R817 Kimmage Road Lower from the north. This will require adjustment to the junction for efficient traffic operation, and a westbound Bus Gate from Kenilworth Square will simplify the signal staging.

Segregated cycle tracks will be provided in either direction along the southern sub-section of the Proposed Scheme that precedes the Bus Gate at the Ravensdale Park Junction. After this point, the existing advisory cycle lanes will be retained and not altered, as the road conditions will be much enhanced as a result of the reduced general traffic restricted by the Bus Gate.

A secondary cycle route will also be designated, in parallel to R817 Kimmage Road Lower, along Poddle Park, Bangor Road, and Blarney Park to Sundrive Road. From Sundrive Road, cyclists will be able to proceed via a new connection to Mount Argus Way and Mount Argus View where a proposed steel boardwalk structure will be provided beside the River Poddle at the Stone Boat feature, as outlined in Chapter 4 (Proposed Scheme Description) and in Chapter 15 (Archaeological & Cultural Heritage) in Volume 2 of the EIAR, respectively.

At Harold's Cross Park south, it will be necessary to remove the existing footpath on the northern side of the street adjoining the park over a length of 50m so as to accommodate road widening for two-way traffic on the access

route between the proposed Bus Gates to Mount Jerome Cemetery and Mount Argus Road. Most pedestrians walk through the park when it is open during the day. At other times there is the alternative footpath along the southern side of the street. The alternative to this proposal would be to remove the five on-street parking spaces in front of houses for which there is no other parking available nearby.

## **2.2 Section 2 - Harold's Cross Road from Harold's Cross Park to Grand Canal**

This section of the Proposed Scheme will commence at the junction of R817 Kimmage Road Lower and R137 Harold's Cross Road at the northern end of Harold's Cross Park and will proceed north for a distance of 400m, to the Grand Canal at Robert Emmet Bridge.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with retention and minor extension of the existing dedicated bus lanes along R137 Harold's Cross Road. In the northbound direction, the existing bus lane will be extended by 60m to the stop line at the junction with R111 Parnell Road at the northern end. Left-turning general traffic will not be permitted in the bus lane, and there will be a separate signal stage for the bus only before the general traffic lane green signal. This will avoid any conflicts between left-turning traffic from the right-hand lane that will cross in front of the bus lane. To accommodate this revised signal control arrangement, the existing right-turn movement into R111 Grove Road will be prohibited and all general traffic will use the right-hand lane only. The number of right-turning vehicles is low, and these can instead turn right at Leonard's Corner into R811 South Circular Road, 300m further north. It is likely that traffic from the Kimmage direction and further south will change route away from R817 Kimmage Road Lower due to the proposed Bus Gates and may instead join the orbital route along the Grand Canal further west at Clogher Road.

In the southbound direction, the existing bus lane will be extended by 35m at the northern end, and by 95m at the southern end so that there will be a continuous bus lane over the full 400m length.

New segregated 1.5m wide cycle tracks will be provided in both directions along R137 Harold's Cross Road. Wider 2m cycle tracks are not feasible in the constrained context of the street as described below.

Between Harold's Cross Park and the entrance to Our Lady's Hospice (a distance of 85m) there is on-street parking in indented bays with 10 spaces on the western side in front of No. 66 to 84 Harold's Cross Road, and seven spaces on the eastern side in front of No. 75 to 85 Harold's Cross Road. The existing 10 parking spaces on the western side of the street will be removed to accommodate the proposed northbound cycle track. The existing seven parking spaces on the eastern side of the street will be retained. To compensate for the loss of the 10 on-street parking spaces, it is proposed to provide a new public car park with 22 spaces on the grounds of Our Lady's Hospice where there is a lawn area just inside the entrance. There will be a net additional 12 parking spaces available in this car park for the other residents along R137 Harold's Cross Road where there is a general shortage of parking in the local area.

To accommodate the proposed cycle tracks, road widening will be required of typically 2m over a length of 120m from the entrance to Our Lady's Hospice on the western side to the junction of Mount Drummond Avenue on the eastern side. There is a pinch-point between the hospice entrance and the gate of St. Clare's School on the opposite eastern side, where the distance between buildings is just 19m, and the public road width is 17.2m wide at the narrowest point. The proposed road cross-section will be 18m wide to include two 3m bus lanes, two 3m traffic lanes, two 2m footpaths and two 1.5m cycle tracks. Widening of approximately 0.8m will be required on the eastern side to achieve the 18m width. This will involve encroachment into a garden area at the front of a sheltered housing development operated by Focus Ireland, that is 2.6m wide at that location. It will also be necessary to set back the most northerly of the four gate pillars at the entrance to Our Lady's Hospice, which will be re-erected with the existing cut granite stone materials.

The proposed road widening will be on the eastern side of the street, north of St. Clare's School, with encroachment into the front gardens of 15 houses at No. 33 to 61 Harold's Cross Road and at the entrance to St. Clare's School. These houses are arranged in three terraces of four houses at each end, and a middle terrace of six houses, with the fifteenth property on the corner of Mount Drummond Avenue. The front gardens of the northern and southern terraces of houses are 5.5m long, and these will be reduced by the proposed 2m road widening to 3.5m long. The houses are set at a higher level at about 0.6m above the street level with a short set of steps on the path to the front door. There are no driveways, and residents with cars park on side streets nearby.

Accommodation works will be required in the gardens behind the new boundary wall to provide replacement steps or ramps.

There is no on-street parking along this section of R137 Harold's Cross Road, north of Our Lady's Hospice, and this gives rise to difficulties for the residents to receive deliveries or for loading and unloading activities. To address this problem, it is proposed to provide an indented parking bay with four spaces in front of the middle terrace of houses at No. 43 to 53 Harold's Cross Road, which is setback from the adjoining terraces by an additional 3.5m, with 9m long front gardens. The parking bay will encroach by a further 2.5m into these gardens, which will be shortened by 4.5m to 4.5m long.

Four small street trees will be removed in the road widening on the eastern side and these will be replaced by a larger number of new trees at the proposed parking bay, and at the junction of Mount Drummond Avenue which will be narrowed at the corners to provide a shorter crossing for pedestrians, where four new on-street parking spaces will be provided in a revised junction layout with R137 Harold's Cross Road.

North of Mount Drummond Avenue, the existing road is wider at typically 20m wide between boundaries, which can accommodate the proposed 18m wide cross-section, with wider footpaths of up to 3m. This additional space will enable Island Bus Stops to be provided.

The street width reduces to 18m at the junction of Armstrong Street, 60m south of the junction with the R111 on Parnell Road and Grove Road at the Grand Canal. It narrows further to less than 18m over the final 20m to the corner of R111 Parnell Road, where road widening is proposed with encroachment into the garden space at the Fottrell House office building on the south-western side of the junction.

## **2.3 Section 3 - Clanbrassil Street Upper and Lower and New Street South from the Grand Canal to the Patrick Street Junction**

This section of the Proposed will be approximately 1km long and will commence at Robert Emmet Bridge over the Grand Canal on R137 Clanbrassil Street Upper and will proceed through to the Leonard's Corner Junction at R811 South Circular Road, and then along the R137 on Clanbrassil Street Lower and New Street South, until it reaches the junction with R110 Kevin Street Upper and R137 Patrick Street.

At Robert Emmet Bridge over the Grand Canal, two new cycle / pedestrian bridge structures are proposed on either side of the existing arch bridge to provide footpaths and the northbound cycle track outside of the narrow bridge width.

Priority for buses will be provided mainly with dedicated bus lanes for most of the length, apart from short sections where bus lanes cannot be accommodated within the narrow street and signal controlled bus priority will be provided at the key junction of Leonard's Corner on R811 South Circular Road.

New segregated cycle tracks will be provided in both directions along the full length of this section of the Proposed Scheme.



## 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 and 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 Number 14 of 1993 - 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.I No. 119/1994 - 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 does not fall under the list of projects identified in Annex I of 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 (the EIA Directive). Moreover, the Proposed Scheme does not meet or exceed the thresholds under Section 50 of the Roads Act and / or Article 8 of the Roads Regulations, such that it would automatically trigger the requirement for an EIA. An EIA Screening Report was prepared, the purpose of which, in accordance with Section 50(1)(c) of the Roads Act, was to consider whether

the Proposed Scheme would be likely to have significant effects on the environment. It is considered that the Proposed Scheme is likely to have significant effects on the environment and, as such, requires an EIA to be carried out prior to a decision being made to grant development consent. This is reflected in an EIA Screening Determination made by the BusConnects Programme Board of the NTA in May 2021.

### 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) (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 SDGs (UN 2015)

The SDGs are integrated; they recognise that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. Sustainable Development Goals 9 and 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 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 and 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 Sustainable and Smart Mobility Strategy relevant to the Proposed Scheme is to double cycling infrastructure in cities within the 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 an 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% compared to 1990 levels, by 2030. 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 EU by 2050.

As indicated in the EGD, on 9 December 2020, the European Commission adopted a communication entitled Sustainable and Smart Mobility Strategy (European Commission 2020), putting 'European transport on track for the future'. The Sustainable and Smart Mobility 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.

The Sustainable and Smart Mobility 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

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.

**Table 3.2: NSOs of the NPF**

NSO	How the Proposed Scheme Meets the NSO Objective
<p><b>NSO1 Compact Growth</b>  <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>  <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>  <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>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 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 that will use the corridor.</p>
<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b>  <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</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 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 /</p>

NSO	How the Proposed Scheme Meets the NSO Objective
<p><i>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>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>  <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 allowing greater accessibility to onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p><b>NSO7 Enhanced Amenity and Heritage</b>  <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 urban 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>  <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 feasible, 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> <p>Furthermore, all drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance.</p>
<p><b>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</b>  <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 reuse 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) will be developed 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 Compounds, 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>  <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>

NSO	How the Proposed Scheme Meets the NSO Objective
	<ul style="list-style-type: none"> <li>• St Glady's Private Nursing Home, Mount Argus;</li> <li>• Our Lady's Hospice and Care Services, Mount Argus;</li> <li>• St Clare's Convent National School, Harold's Cross; and</li> <li>• Harold's Cross Park, Harold's Cross.</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 urban 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 2021-2030 (hereafter referred to as the NDP 2021-2030) (Government of Ireland 2021a) and the NPF (Government of Ireland 2018b) combine to form Project Ireland 2040. The former NDP 2018–2027 (NTA 2018a) and the NPF were adopted in May 2018. The review of the NDP 2018-2027 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 2021-2030 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 NSOs identified in the NPF and described in Section 3.5.1, as applicable to the Proposed Scheme. The NDP 2021-2030 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 2021-2030 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 addressed 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 2021-2030 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 2021-2030 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 2021-2030 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 NDP 2021-2030

It is noted that the explanatory text under each NSO within the NPF (Government of Ireland 2018b) has not been fully replicated within the revised NDP 2021-2030 (Government of Ireland 2021a). Table 3.3 sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP 2021-2030.

**Table 3.3: NSO Objective Differences NPF and NDP 2021-2030**

NPF - NSO	NDP 2021 - 2030- NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and NDP 2021 - 2030
<p><b>NSO1 Compact Growth</b>  <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>  <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>  <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>            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>‘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 emphasises improving transport links as a means to enhancing intra-regional accessibility.</p>
<p><b>NSO4 Sustainable Mobility</b>  <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</i></p>	<p><b>NSO4: Sustainable Mobility</b>            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</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 - NSO	NDP 2021 - 2030- NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and NDP 2021 - 2030
<p><i>our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p><i>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><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b>  <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>            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, digitisation and the transition to a 'low carbon economy'.</p>
<p><b>NSO6 High-Quality International Connectivity</b>  <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>            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>            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>  <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><b>NSO7 Enhanced Amenity and Heritage</b>            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 and will need to be a priority going forward.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>
<p><b>NSO8 Transition to a Low Carbon and Climate Resilient Society</b>  <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</i></p>	<p><b>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</b>            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 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</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.            The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within 2021 Climate Act. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>

NPF - NSO	NDP 2021 - 2030- NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and NDP 2021 - 2030
<p><i>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><i>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><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 well-being 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-emphasised 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 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><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 NPF. However, it does comment (inter alia), as follows:</p> <p><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>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

In summary, it is considered that the revised NDP 2021-2030 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, forming 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 2021-2030, 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 2021-2030 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 (Government of Ireland 2018b). 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 10 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

NIFTI Modal Hierarchy is:

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

NIFTI 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.'*

Decarbonising 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 2021a) 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 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'*.

### **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**

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 National Sustainable Mobility 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 National Sustainable Mobility 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 generally 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 fuelled cars by 2030.'</i>	The Proposed Scheme aligns with the goal as CBC Infrastructure Works is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. 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 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</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

Principle	Goal	Goal	Proposed Scheme Response
		<i>improved connectivity between different transport modes.'</i>	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 behavioural 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.
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 (DoT, formerly known as Department of Transport, Tourism and Sport (DTTAS 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 (Traffic & Transport) has considered the Permeability Best Practice Guide (NTA 2015b) 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, it 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.

Smarter Travel 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 its lifetime 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 will be provided 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.
<i>'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emission.'</i>	The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. 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. Following the application of 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 greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme are predicted to be neutral and permanent. In addition, the Proposed Scheme will improve the modal share for public transport and lower greenhouse gases. Thus, the residual Operational Phase traffic impact of the Proposed Scheme will be neutral and permanent.
<i>'Reduce overall travel demand and commuting distances travelled by the private car.'</i>	The Proposed Scheme aligns with the goal as it will promote modal shift from private car 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.
<i>'Improve security of energy supply by reducing dependency on imported fossil fuels.'</i>	The Proposed Scheme aligns with the goal as it will provide the infrastructure necessary to facilitate sustainable transport.

### 3.5.6.1 Proposed Scheme Response

The Proposed Scheme is supported by what Smarter Travel (DTTAS 2009a) 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 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 will largely run in parallel proximate to each other which improves the potential for interchange between the modes. 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, which will promote an efficient, reliable and frequent public transport service as well as providing the advantage of segregated cycling facilities along the Proposed Scheme 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 2021c) 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.

### 3.5.8 Road Safety Strategy 2021 - 2030

The Road Safety Strategy 2021 – 2030 (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 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 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 2021 – 2030, during the 2021 – 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 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) set 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 2021 was a road map to delivering Irelands 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 set 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 included:

- *'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 included:

- *'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 2021 further stated:

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<sup>1</sup> Internal Combustion Engine

*'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 2021 Transport Action**

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 NTA's programme to greatly improve bus services in the GDA of which the Proposed Scheme is part.
235	<i>'Commence delivery of BusConnects Core Bus Corridor Infrastructure Works'</i>	BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA 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.

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. Chapter 8 (Climate) in Volume 2 of the EIAR contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

### 3.5.11 Climate Action Plan 2023

The Climate Action Plan 2023 (Government of Ireland 2023) is the second update to Ireland's Climate Action Plan 2019 (Government of Ireland 2019) and was launched on 21 December 2022. The Climate Action Plan 2023 sets out the sectoral emissions ceilings and the implementation of carbon budgets. The Climate Action Plan 2023 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. The Climate Action Plan 2021 (Government of Ireland 2021b) 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 the Climate Action Plan. 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) to 'Advance BusConnects programme in 5 cities' under the actions for 2023, 2024 and 2025.

Table 3.8 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	'Pedestrian enhancement plans developed for five metropolitan areas'	The Proposed Scheme aligns with the objective as it has ensured that the urban 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.
TR/23/29	'Advance roll-out of 1,000 km walking/cycling infrastructure'	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	'Advance BusConnects programme in 5 cities'	BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA 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 the Climate Action Plan 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 signalling for buses and Real Time Passenger Information'; and
- 'Give greater priority to bus services by expanding Quality Bus Corridors and consider the introduction of Bus Rapid Transit 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 (hereafter referred to as the Capital Plan) (Department of Public Expenditure and Reform 2015) 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 Our Transport Future – A Strategic Framework for Investment in 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 - 2040

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 (hereafter referred to as the second SDG National Implementation Plan) (Government of Ireland 2022) is in direct response to the 2030 Agenda and provides a whole-of-government approach to implement the 17 SDGs.

Ireland's second SDG National Implementation Plan 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 SDG 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 Framework for Investment in Land Transport 2015

Investing in Our Transport Future – A Strategic Framework for Investment in Land Transport (hereafter referred to as SFILT) (DTTAS 2015) 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 national development are key priorities of the SFILT 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 SFILT states that 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 Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

### 3.5.15.1 Proposed Scheme Response

The Proposed Scheme is supported by the 'priorities' set out by the SFILT (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 2016 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 2016 GDA Transport Strategy (NTA 2016) has recently (January 2023) been superseded by the Greater Dublin Area Transport Strategy 2022 -2042 (hereafter referred to as the 2022 GDA Transport Strategy) (NTA 2022b). However, it has been kept within this Report to provide context and due to the fact that numerous other 'live' Plans and Strategies reference the 2016 GDA Transport Strategy.

The 2016 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 2016 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 2016 GDA Transport Strategy sets out the necessary transport provisions, for the period up to 2035, to achieve the above objective for the region.

As part of the 2016 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 2016 GDA Transport Strategy highlighted Core Radial Bus Networks under the heading '*Bus Infrastructure*' and set 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 2016 GDA Transport Strategy set out cycle policy in the GDA. The routes identified in the 2016 GDA Transport Strategy are those established in the GDACNP 2013 (NTA 2013).

The provisions of the 2016 GDA Transport Strategy (including bus-based transport modes) were evaluated for potential significant effects, and measures integrated into the 2016 GDA Transport Strategy on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated.

#### 3.6.1.1 Proposed Scheme Response

The need for the Proposed Scheme is supported by the 2016 GDA Transport Strategy 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 the 2016 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 Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019 – 2024**

The NTA is required to prepare a series of ‘Integrated Implementation Plans’ (for the 2016 GDA Transport Strategy) (NTA 2016) under Section 13(1) of Number 15 of 2008 - 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. A SEA and AA were carried out as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise among other things:

- ‘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 2018 - 2027) (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 2019 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 regions cycling network and deliver a radical step change in cycling facilities.’*

The background to the 2019 Implementation Plan was Ireland’s 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 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, and therefore 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, included 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.

The need for 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):*

### **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 2019 Implementation Plan.

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

The 2022 GDA Transport Strategy (NTA 2022) was published for consultation on the 9 November 2021 and has been prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). It was adopted in January 2023 and replaces the previous 2016 GDA Transport Strategy (NTA 2016). Under Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended), the NTA must review its Transport Strategy every six years. The 2022 GDA Transport Strategy is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the 2022 GDA Transport 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 2022 GDA Transport 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> (carbon dioxide) emissions within the GDA 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 2022 GDA Transport 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 Climate Action Plan 2023 (Government of Ireland 2023), as set out further in Section 3.5.11 the 2022 GDA Transport Strategy references the ‘Avoid’, ‘Shift’ and ‘Improve’ concept/principles in integrated land use and transport planning and the measures within the 2022 GDA Transport Strategy have been categorised under these three headings / themes.

The 2022 GDA Transport Strategy sets out the progress made on the previous 2016 GDA Transport Strategy which includes under section 2.3 ‘Bus’, the commencement of BusConnects Dublin is *‘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 CBCs 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 that:

*‘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.’*

The 2022 GDA Transport Strategy 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’, reference is made to a selection of enabling transport infrastructure including (inter alia); *‘City Centre Area within the M50’*.

The 2022 GDA Transport Strategy sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.10.

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

Measure Number	Measure	How the Proposed Scheme Meets the Measure
PLAN2 – The Road User Hierarchy	<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 more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
PLAN14 - Urban Design in Major Infrastructure Projects	<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 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. In addition, opportunities have been sought to enhance the urban realm and landscape. 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.
Measure PLAN15 – Urban Design in Walking and Cycling Projects	<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 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. 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 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. The Proposed Scheme will reallocate road space along the route to facilitate full and continuous bus lanes along New Street South and Clanbrassil Street Lower and Upper.
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 will enhance active travel networks and thus encourage 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.
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 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 Number	Measure	How the Proposed Scheme Meets the Measure
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. 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> <ul style="list-style-type: none"> <li><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></li> <li><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></li> </ul>	The Proposed Scheme will provide 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 facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</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 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.  It has been designed to include: <ul style="list-style-type: none"> <li><i>• 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</i></li> <li><i>• Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.</i></li> </ul>
Measure CYC1 – GDA Cycle Network	<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 will provide segregated cycling facilities along the Proposed Scheme route in both directions. These high-quality cycle tracks will generally be 2m in width, where feasible, offering a high level of service and help to reduce dependency on private car use for short journeys.

Measure Number	Measure	How the Proposed Scheme Meets the Measure
Measure CYC5 – Cycle Parking	<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 will be provided at Island Bus Stops throughout the Proposed Scheme.
Measure CYC14 – Supporting Measures for Cycling	<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.
Measure PT2 – Climate Proofing New Public Transport Infrastructure	<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 sustainable drainage systems (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.
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 GDA.
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> </ul> <i>Encouraging mode shift from the private car and reducing emissions'</i>	The Proposed Scheme will reallocate road space for continuous and segregated bus priority and cycling infrastructure from Harold's Cross Park to Patrick Street. 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>	The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling). 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 urban realm and landscape design where possible.
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 CO<sub>2</sub> emissions from transport in the GDA to below 1 MtCO<sub>2eq</sub> by 2042.'</i>	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. 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 1,220 and 1,190 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 Climate Action Plan 2023 (Government of Ireland 2023).

The revised 2022 GDACNP (NTA 2022b) forms part of the 2022 GDA Transport Strategy (see Section 3.6.5 below).

The 2022 GDACNP 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 GDA Transport Strategy 2022 - 2042 (NTA 2022) 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 Midlands Regional Assembly (EMRA) Regional Spatial Economic Strategy 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. A SEA and AA were produced as part of the RSES.

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 UN's SDGs (UN 2015), EU thematic objectives 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:

*'RPO3.5: Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum'.*

*'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 Dublin 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 part of) 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 CBCs 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 track infrastructure will promote modal shift from private car to 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 2013**

The Greater Dublin Area Cycle Network Plan (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 2013. The context for the GDACNP 2013 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 2013:

- *'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.'*

There are a number of primary radial and orbital cycle routes identified running along the majority of or intersecting with the Proposed Scheme (Radial Cycle Route 9 and 9B, Primary Orbital Cycle Route N10), while there are a number of secondary cycle routes (including SO1, SO2 and SO3) and greenways (Grand Canal Greenway) along or parallel to the Proposed Scheme.

### **3.6.5.1 Proposed Scheme Response**

The Proposed Scheme is supported by the GDACNP 2013, 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 2022 Greater Dublin Area Cycle Network**

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

The 2022 Greater Dublin Area Cycle Network comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' of the 2022 GDA Transport Strategy contains relevant text related to the 2022 Greater Dublin Area Cycle Network, the key aspects of which have been set out below.

The 2022 Greater Dublin Area Cycle Network is a review of the 2013 GDACNP 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.

The 2022 GDA Transport Strategy 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 the 2022 GDA Transport Strategy 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'*

### 3.7 Local Policy Context

The Proposed Scheme is located within two local authority functional areas; South Dublin County Council (SDCC) and DCC. The SDCC area encompasses part of the Kimmage Cross Roads Junction of R818 Terenure Road West and R817 Fortfield Road Junction for a total of 0.65m<sup>2</sup> (metres squared). The remainder of the Proposed Scheme will be within the DCC area.

#### 3.7.1 South Dublin County Council Development Plan 2022 – 2028

The South Dublin County Council Development Plan 2022 - 2028 (hereafter referred to as the SDCCDP 2022-2028) (SDCC 2022a) sets the strategy for the proper planning and sustainable development of South Dublin County. A SEA, AA, Flood Risk Assessment (FRA) and Natura Impact Statement (NIS) were produced as part of the SDCCDP 2022-2028. The SDCCDP 2022-2028 came into effect on 3 August 2022 with the exception of two sections which are subject to a Ministerial Direction by the Minister of State at the Department of Housing, Local Government and Heritage (hereby referred to as the Planning and Development (South Dublin County Development Plan 2022-2028) Direction 2022) (Minister for State 2022). The sections are as follows;

- *'Part (2) a. Omit the Enterprise and Employment zoning and the specific local objective which requires site-specific flood alleviation measures introduced as Material Amendments 2.20 and 9.4 from the lands to the 2 north and east of the existing Greenogue Business Park and retain the Rural RU zoning objective.'*
- *'Part (2) b. Amend the land use zoning objectives in tables 13.4, 13.8 and 13.10 to reinstate data centre use class as an 'open for consideration' use class in the REGEN, Enterprise & Employment (EE) and Major Retail Centre (MRC) zoning objectives.'*

At the time of writing, the above parts of the SDCCDP 2022-2028 have not come into effect. Observations in respect of the Draft Ministerial Direction were made to the council for a period of two weeks from 10 August 2022 to 23 August 2022. The Chief Executive issued a Report on 19 September 2022 on the submissions and recommendations received during this period to give effect to the draft direction submitted to the Office of the Planning Regulator (OPR), the Minister and Elected Members (SDCC 2022b). The final Minister's Direction was issued on 18 November 2022 to remove the above parts of the SDCCDP 2022-2028.

The SDCCDP 2022-2028 includes *'a vision for the County's growing communities, places, housing, jobs, sustainable transport and the delivery of services in a manner which promotes climate action and efficient patterns of land use, paying particular attention to the physical, cultural, environmental and social identities that define areas within the County and support their ongoing evolution and integration with each other'*. The transport element of the SDCCDP 2022-2028 sets out that it seeks to:

*'rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport). This will provide for the freeing up of road space for essential functions such as, public transport and emergency vehicles. It will also allow for commercial transport which is essential to economic growth. In doing so, the Council will continue to provide for all elements of the transportation network that are within its remit and will engage with external agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to assist the delivery of sustainable transport projects that are provided at a regional or national level'*.

In addition to the above, it is clear that SDCC has recognised the importance of BusConnects to improving transport and movement within SDCC, as outlined under the heading 'Travel Mode Share':

*'Transition to public transport will be aided by improvements in the pipeline including the roll-out of BusConnects which will include proposals for six new dedicated bus routes through the County. BusConnects will provide a redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services.'*

Furthermore, the SDCCDP 2022-2028 identifies BusConnects as a strategic project *'that will have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport'*.

The key policies are set out below in Table 3.11.

**Table 3.11: SDCCDP 2022-2028 Transport Policies and Objectives**

Transport Policies	How the Proposed Scheme Meets the Policy
<p>Policy SM1: Overarching – Transport and Movement:  <i>'Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods'.</i></p>	<p>The Proposed Scheme will promote the ease of movement throughout South Dublin County through the provision of infrastructure to support improved bus services and enhanced opportunities for walking and cycling. The Proposed Scheme promotes sustainable transport and movement 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. The Proposed Scheme is therefore compliant with Policy SM1.</p>
<p>SM1 Objective 1:  <i>'To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle)'.</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 that will use the corridor. The Proposed Scheme will support the mode share targets as outlined.</p>
<p>SM1 Objective 2:  <i>'To ensure consistency with the NTA's Transport Strategy for the Greater Dublin Area (2016-2035) and any superseding document, as required by RPO 8.4 of the RSES.'</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme and has considered the Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016) as part of its development. The Proposed Scheme is therefore compliant with Policy SM1 Objective 2 in accordance with RPO 8.4 of the RSES (EMRA 2019a).</p>
<p>SM1 Objective 3:  <i>'To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.'</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme and is therefore compliant with Policy SM1 Objective 3 in accordance with RPO 5.2 of the RSES (EMRA 2019a) / Dublin MASP (EMRA 2019b).</p>
<p>SM1 Objective 4:  <i>'To ensure that future development is 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 and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.'</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 including walking, cycling and public transport. 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. The Proposed Scheme will be designed to create a safe and attractive street environment with improvements and enhancements to footpaths, walkways, and pedestrian crossings. The Proposed Scheme is therefore compliant with RPO 5.3 of the RSES (EMRA 2019a) / Dublin MASP (EMRA 2019b).</p>
<p>SM1 Objective 5:  <i>'To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES.'</i></p>	<p>The Proposed Scheme aligns with this objective as it is designed to provide a better, more reliable and more efficient bus service for everyone in compliance with RPO 8.3 of the RSES (EMRA 2019a). 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. 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>SM1 Objective 6:  <i>'To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport.'</i></p>	<p>The Proposed Scheme aligns with this objective as it 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.</p>
<p>SM1 Objective 7:  <i>'To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.'</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme which seeks to address strategic transportation issues in Dublin. Extensive Non-Statutory Public Consultation on the Proposed Scheme has been undertaken (refer to Chapter 1 (Introduction)). The Proposed Scheme is therefore compliant with Policy SM1 Objective 7.</p>
<p>Policy SM2: Walking and Cycling  <i>'Re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling'</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 including walking, cycling and public transport. The Proposed Scheme will support integrated</p>

Transport Policies	How the Proposed Scheme Meets the Policy
<i>facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets’.</i>	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. The Proposed Scheme will be designed to meet the needs and abilities of all users.
Policy SM3: Public Transport – General <i>‘Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network’.</i>	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. 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.
SM3 Objective 2: <i>‘To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan’.</i>	The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme and is therefore compliant with Policy SM3 Objective 2.
Policy SM3: Public Transport – Bus SM3 Objective 11: <i>‘To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages’.</i>	The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme and will seek additional and improved bus corridors to serve Dublin whilst protecting the village life and livelihoods of the County’s villages. The Proposed Scheme is therefore compliant with Policy SM3 Objective 11.
SM3 Objective 12: <i>‘To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle’.</i>	The Proposed Scheme is being promoted by the NTA as part of the BusConnects Programme and it will provide the infrastructure necessary to support enhanced public transport / active travel options along the scheme corridor. The Proposed Scheme is a ‘major improvement to the transport network’ and as such it should be supported by SDCC.

It further comments under the heading ‘Transport Interchanges’ that:

*‘Multi-modal transport interchanges increase the efficiency and flow of public transport services. A public square and transport interchange is proposed for Tallaght Town Centre, that would provide a first-class interchange between the Luas, BusConnects, taxi, cycling and walking’.*

The SDCCDP 2022-2028 sets out an extensive number of other policies and objectives relevant to the Proposed Scheme. Those policies considered relevant to the Proposed Scheme are set out in Table 1.3 in Appendix 1 (Local Policy) of this Report.

### 3.7.1.1 Proposed Scheme Response

At a strategic level, the SDCCDP 2022-2028 supports an integrated transport network that offers enhanced access and mobility throughout the County. The extensive number of policies and objectives relevant to the Proposed Scheme outlined within the SDCCDP 2022-2028 and the Proposed Scheme’s compliance against these policies and objectives have been set out in Table 1.3 in Appendix 1 (Local Policy) of this Report.

### 3.7.1.2 Zoning Objectives

The SDCCDP 2022-2028 establishes a number of zoning objectives to regulate and manage future land uses. The Proposed Scheme will pass through lands subject to zoning objectives. These are set out in Table 1.2 in Appendix 1 (Local Policy) of this Report.

Within the SDCCDP 2022-2028, the following approach is taken by SDCC to the uses permitted under each of the zoning objectives which include ‘Permitted in Principle, Open for Consideration, Not Permitted, Transitional Areas, Other Uses and Non-Conforming Uses’. The Proposed Scheme falls under ‘Other Uses’:

#### *Other Uses*

*'Uses that have not been listed under the land use zoning tables will be considered on a case-by-case basis in relation to conformity with the relevant policies, objectives and standards contained within the Plan, particularly in relation to the zoning objective of the subject site and its impact on the development of the County at a strategic and local level'*

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.

### **3.7.1.3 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 zoning objectives 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 reinstating open space lands. The Proposed Scheme complies with the SDCCDP 2022-2028, in terms of the uses and works proposed in principle.

### **3.7.1.4 Local Area Plans with the SDCC Area Relevant to the Proposed Scheme**

There are no Local Area Plans (LAPs) relevant to the Proposed Scheme within SDCC.

## **3.7.2 SDCC Climate Change Action Plan 2019 – 2024**

SDCC's Climate Change Action Plan was adopted in 2019 (SDCC 2019), it was a collaborative response to the impact that climate change is having on the Dublin Region. The SDCC Climate Change Action Plan is unique to its functional area. A SEA, AA and NIS were prepared as part of the SDCC Climate Change Action Plan. The SDCC Climate Change Action Plan covers five key areas, Energy & Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management, it sets out 130 actions across the key areas. The four main targets of the SDCC Climate Change Action Plan are:

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.*

The Plan focuses on sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. The main transport specific actions related to the Proposed Scheme are:

- *'T11 Build out County Cycle Network';*
- *'T12 Development of cycle/ pedestrian greenways';*
- *'T15 SDCC will continue to seek new and expand on existing partnerships to encourage sustainable travel and safer travel behaviours.'; and*
- *'T18 Facilitate the delivery of public transport routes'.*

It is also noted that under the heading 'Air pollution and air quality adaptation actions' that actions adopted by South Dublin Council include: (inter alia) *'Transport policies to reduce pollutants. This includes the provision of cycle routes, and the expansion of Quality Bus Corridors (QBCs) and increased park and ride facilities'.*

### **3.7.2.1 Proposed Scheme Response**

The Proposed Scheme, through the provision of enhanced public transport infrastructure, will help to achieve SDCC's targets as set out in the SDCC Climate Action Plan (SDCC 2019).

## **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 2 November 2022 and came into effect on 14 December 2022 and guides how the city will develop

to meet the needs of its residents, visitors and workers. A SEA, AA and FRA were produced as part of the DCDP 2022-2028.

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 aim to establish the city as one of Europe’s most sustainable, dynamic, and resourceful city regions. The DCDP 2022-2028 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 3.12.

**Table 3.12: DCDP 2022-2028 Key Transport Policies**

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
SC1 Consolidation of the Inner City: <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>	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.
SC8 Development of the Inner Suburbs: <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>	The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Dublin MASP (EMRA 2019b).
QHSN11 15-Minute City: <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>	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.  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.  Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
	<p>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>CEE12 Transition to a Low Carbon, Climate Resilient City Economy:  <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 environmental impact assessment (EIA) 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>Following the application of the mitigation measures, it is expected that there will be a negative, minor and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic CO2 emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negligible and Permanent given the reduction in carbon in the long-term as a result of the Proposed Scheme.</p> <p>Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net greenhouse gas emissions will be Positive, Significant and Permanent. Thus, the residual impact from the Operational Phase traffic as a result of the Proposed Scheme will be Positive, Significant and Permanent.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions.</p>
<p>SMT1 Modal Shift and Compact Growth:  <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), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the 2019 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, and 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>SMT2 Decarbonising Transport:  <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>SMT3 Integrated Transport Network:  <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 Programme is NTA’s programme to greatly improve bus services in the GDA 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>SMT4 Integration of Public Transport Services and Development:  <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>	<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>SMT8 Public Realm Enhancements:  <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 urban 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 (DCC 2012) and the Public Realm Masterplan for the City Core – (The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016)).</p>
<p>SMT02 Improving the Pedestrian Network:  <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 urban 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 light-emitting diode (LED) warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<p>SMT12 Pedestrians and Public Realm:  <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 urban realm and landscape design where possible.</p> <p>Other design elements to help improve urban 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>SMT14 City Centre Road Space:  <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 will provide 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 will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2m in width, where feasible, 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>SMT16 Walking, Cycling and Active Travel:  <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>SMT18 The Pedestrian Environment:  <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>SMT19 Integration of Active Travel with Public Transport:  <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 will provide 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>SMT22 Key Sustainable Transport Projects:  <i>'To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public'</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. It has considered</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>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></p> <ul style="list-style-type: none"> <li>• <i>BusConnects Core Bus Corridor projects.'</i></li> </ul>	<p>Smarter Travel (DTTAS 2009a), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the RSES (EMRA 2019a).</p>

### 3.7.3.1 Proposed Scheme Response

It is clear that BusConnects and the delivery of same is an important objective of the DCDP 2022-2028. The DCDP 2022-2028 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 Strategic Development Regeneration Areas (SDRA) 15 Liberties and Newmarket Square

The Proposed Scheme is located within SDRA 15 Liberties and Newmarket Square, which corresponds to the area defined in the Liberties Local Area Plan 2009 (DCC 2009), which is discussed in Section 3.7.1.4 and 4.4.1.2. The Proposed Scheme intersects the SDRA from R137 New Street South and its junction with Malpas Street to the junction with R110 Kevin Street, R137 Patrick Street and R110 Dean Street. The guiding principles for the SDRA relevant to the Proposed Scheme include:

- *'To maximise the potential benefit of the BusConnects Project to the Liberties area in terms of public realm improvements, green infrastructure and pedestrian and cycling infrastructure'.*
- *'To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy'.*
- *'To encourage development that enhances the vitality of this emerging network of walking and cycling infrastructure'.*

### 3.7.3.3 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the SDRA.

### 3.7.3.4 Zoning Objectives

The DCDP 2022-2028 (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the DCC 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.

### **3.7.3.5 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. The Proposed Scheme complies with the DCDP 2022-2028 (DCC 2022) in terms of the uses and works proposed.

### **3.7.3.6 LAPs within the DCC Area Relevant to the Proposed Scheme**

The most northerly part of the Proposed Scheme will be within the Liberties Local Area Plan 2009 (DCC 2009) from R137 New Street South and its junction with Malpas Street to the junction with R110 Kevin Street, R137 Patrick Street and R110 Dean Street. The Liberties Local Area Plan 2009 was extended for a further period of five years until May 2020. It is noted that the Liberties Local Area Plan 2009 is not included within the DCDP 2022-2028 Written Statement (Table 2-12), which contains a list of Operational LAPs, so whilst it is no longer deemed operational and now beyond its lifetime, it has been included below to show the Proposed Scheme's compliance with the aims and objectives of the Liberties Local Area Plan 2009.

**Table 3.13: DCC LAP**

LA	Reference Section	Objective	Scheme Response
Liberties Local Area Plan 2009 (extended to May 2020)	1.2 Overarching Objectives	1. To improve the quality of life so that the Liberties becomes a great place for people to live, work and visit.	The Proposed Scheme aligns with the objective as it will encourage the use of different travelling modes reducing reliance on the private car and therefore helping to reduce congestion. The 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. In addition, opportunities have been sought to enhance the urban realm and landscape, where possible therefore creating a better place for people to live, work and visit.
		2. To provide for appropriate social and community infrastructure to support the existing population, which is growing and becoming increasingly diverse.	Diverse community infrastructure will be provided through segregated cycling and walking lanes which will encourage different ways of travelling such as cycling and walking which will support the existing and growing community.
		4. To stimulate the local economy and to include a critical mass of appropriate development and investment to provide significant employment opportunities, including in the digital media sector as the Digital Hub has the potential to rejuvenate the economic profile of the Liberties	The Proposed Scheme will bring enhanced access options to Dublin's employment by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
		6. To identify and protect the distinctive heritage of the area and encourage sustainable and innovative re-use of historic spaces and structures.	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, therefore no significant negative residual impacts have been identified.. The Proposed Scheme design was informed by relevant legislation, guidelines, policy, and advice notes.
		8. To promote the principles of good urban design including improving connectivity and enhancing the legibility and permeability of the Liberties in relation to the wider cityscape.	The Proposed Scheme will facilitate this objective as it will create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
		10. To promote sustainable modes of transport by making them convenient and attractive including walking and cycling routes and by facilitating the provision of public transport infrastructure and optimising its use.	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.  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.

### 3.7.3.7 The Heart of Dublin – City Centre Public Realm Masterplan 2016

The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016) 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.

### 3.7.3.8 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 urban realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Heart of Dublin – City Centre Public Realm 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 used to inform the design proposals by seeking to avoid 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 compliant with the Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016).

### 3.7.3.9 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, specifically its section between the Grand Canal and the Kevin Street / Patrick Street junction, along Clanbrassil Street Upper / Lower and New Street South. This section of the Proposed Scheme is identified within the Your City Your Space – Dublin City Public Realm Strategy as one of the ‘historical approaches’ into Dublin City Centre. The design principles for these areas is set out in Table 3.14.

**Table 3.14: City Centre Public Realm Strategy Design Policies**

Public Spaces	Desired Character and Experience	Design Policies
Historic Approach Routes	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.

### 3.7.3.10 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 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 (DCC 2012).

## 3.7.4 DCC Climate Change Action Plan 2019 - 2024

DCC’s Climate Change Action Plan 2019 – 2024 (hereafter referred to as the DCC Climate Change Action Plan) (DCC 2019) was adopted in May 2020. An SEA and AA were produced as part of the DCC Climate Change Action Plan.

The DCC Climate Change Action Plan is a collaborative response to the impact that climate change is having on the Dublin Region, and DCC’s commitment to lead by example in tackling this global issue. The DCC 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'; and
4. 'To actively engage and inform citizens on climate change'.

The DCC 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, reference number T22, is specifically related to the Proposed Scheme in terms of DCC liaising with the 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 DCC Climate Change Action Plan (DCC 2019).

## 4. Proposed Scheme Sections

### 4.1 Introduction

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

### 4.2 Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road

#### 4.2.1 Zoning

The lands are within the functional area of SDCC (for approximately 0.65m<sup>2</sup>) at the Kimmage Cross Roads, and within the DCC area for the remainder of the section. Lands are zoned in the SDCCDP 2022-2028 (SDCC 2022a) and DCDP 2022-2028 (DCC 2022). (For a detailed description of the zonings, refer to Section 1.2 and Table 2.2 in Appendix 1 (Local Policy) of this Report).

Construction Compound K1 for the Proposed Scheme will be located within the DCC area on lands zoned as follows:

- Zone Z4: Key Urban Villages / Urban Village.

The application boundary that incorporates the proposed works includes lands within the following zoning objectives, as outlined in Table 4.1.

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

Planning Authority	Zone	Objective
SDCC	RES – Residential	'To protect and/or improve residential amenity'
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	'To protect, provide and improve residential amenities.'
	Zone Z2 – Residential Neighbourhoods (Conservation areas)	'To protect and/or improve the amenities of residential conservation areas.'
	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 Z9 – Amenity / Open Space Lands / Green Network	'To preserve, provide and improve recreational amenity and open space and ecosystem services.'
	Zone Z15 –Community and Social Infrastructure	'To protect and provide for community uses and social infrastructure.'

As noted above, the area required for Construction Compound K1 is a minor area, required for a temporary period. Reinstatement works will be carried out following construction. Construction Compound K1 will be located on a

site which currently has no development. The Proposed Scheme will not prevent the long-term zoning objective for the land from being achieved.

In general, the red line extends to zonings which are on existing pavement, roads or planting areas. The works being carried out at this location will enhance the site and will not prohibit the zoning objectives from being achieved.

#### 4.2.1.1 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 4.2.

**Table 4.2: Map Based Objectives**

Map Based Objective	Description	Scheme Response
<b>DCC</b>		
Site / Zone of Archaeological Interest (Site Number 022.078)	<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>	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.  The Proposed Scheme design was informed by relevant legislation, guidelines, policy, and advice notes.

#### 4.2.1.2 Local Area Plans / Masterplans

There are no LAPs or Masterplans within this section of the Proposed Scheme.

#### 4.2.1.3 Planning History

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

#### 4.2.1.4 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 of this Report. 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.

### 4.3 Harold's Cross Road from Harold's Cross Park to Grand Canal

#### 4.3.1 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 in Appendix 1 (Local Policy) of this Report).

Construction Compound K2 for the Proposed Scheme will be located within the DCC area on lands zoned as follows:

- Zone 15: Community and Infrastructure.

The application boundary that incorporates the proposed works includes lands within the following zoning objectives outlined in Table 4.3.

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

Planning Authority	Zone	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities.'</i>
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>'To protect and/or improve the amenities of residential conservation areas.'</i>
	Zone Z3 – Neighbourhood Centres	<i>'To provide for and improve neighbourhood facilities.'</i>
	Zone Z4 – Key Urban Villages / Urban Villages	<i>'To provide for and improve mixed-services facilities.'</i>
	Zone Z6 – Employment / Enterprise	<i>'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.'</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity, open space and ecosystem services.'</i>
	Zone Z10 – Inner Suburban and Inner City Sustainable Mixed-Uses	<i>'To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.'</i>
	Zone Z15 – Community and Social Infrastructure	<i>'To protect and provide for community uses and social infrastructure.'</i>

The proposed Construction Compound K2 (and subsequent proposed car park during the Operational Phase) will be located on land comprising part of the grounds of Our Lady's Hospice, which does not have any development currently. However, it has an assigned zoning of 'Z15 – Community and Social Infrastructure' according to the DCDP 2022-2028 (DCC 2022).

Aside from this component of the Proposed Scheme, the Proposed Scheme will primarily comprise lands primarily within the existing public road and pedestrian pavement area where there are no specific zoning objective.

#### 4.3.1.1 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 4.4. It is noted that there is a cluster of protected structures at Mount Jerome Cemetery.

**Table 4.4: Map Based Objectives**

Map Based Objective	Description	Scheme Response
<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>	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.  The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes.
Conservation Areas (along the Grand Canal)	<i>'Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, 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.'</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.



#### **4.3.1.2 Local Area Plans / Masterplans**

There are no LAPs or Masterplans within this section of the Proposed Scheme. There is a commitment in the DCDP 2022-2028 (DCC 2022) to prepare a LAP for Harold's Cross. However, at this time, no LAP has been prepared for the area.

#### **4.3.1.3 Planning History**

Table 2.1 in Appendix 2 (Planning History) of this Report 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 DCDP 2022-2028 (DCC 2022), as set out above and in Appendix 1 (Local Policy) of this Report. The Proposed Scheme is largely within the existing public road / pavement area and where required, small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. It is noted that a small area of land under zoning objective Z15 (Community and Social Infrastructure), within the confines of Our Lady's Hospice along Harold's Cross Road, is required to facilitate Construction Compound K2 during the Construction Phase and a proposed new public car park during the Operational Phase.

Permissible uses for the Z15 (Community and Social Infrastructure) zoning objective relevant to the subject lands include (inter alia):

- *Community Facility.*

Open for consideration Uses include (inter alia) :

- *Car park ancillary to main use.*

Following consideration of several possible locations, proposals for a small public car park at Our Lady's Hospice were selected, with the location to the front of the site nearest Harold's Cross Road. The proposed car park will be controlled by Dublin City Council and visitors to Our Lady's Hospice can use it. As part of the Proposed Scheme, Our Lady's Hospice entrance gate will move westwards to beyond the car park which can be controlled by the Hospice. The historic gates on Harold's Cross Road will remain in their existing position, however, they will no longer close as the driveway to the proposed car park will become part of the public road. The location of the proposed car park will not impact upon the integrity of the hospice use and has the least impact for the future development and operation of same, while compensating for the loss of some existing public parking on the street nearby.

At present, the subject lands comprise a private grassed area that form part of the wider Hospice lands. It is a fenced-off area and is not used for any active recreation. The proposed parking area can be used by visitors to the Hospice.

The area in question is of a very modest scale comprising of approximately 680m<sup>2</sup>. In regard to the wider Z15 zoning objective of the site which is approximately 9.1 hectares, it comprises approximately 0.7% of the site. The subject lands are peripheral and are a non-integral part of the overall land use.

The Proposed Scheme will provide a grassed area where the aforementioned lands adjoin Harold's Cross Road, as well as on its western perimeter. Furthermore, it will retain all but one of the existing trees resulting in a net increase from four trees to eight around the car park area.

## 4.4 Clanbrassil Street Upper and Lower and New Street from the Grand Canal to the Patrick Street Junction

### 4.4.1 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 in Appendix 1 (Local Policy) of this Report). The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022-2028.

Construction Compound K3 for the Proposed Scheme will be located within the DCC area on lands. However, these lands are not zoned within the DCDP 2022-2028 (DCC 2022).

The application boundary that incorporates the proposed works includes lands within the following zoning objectives outlined in Table 4.5.

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

Planning Authority	Zone	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities.’</i>
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>‘To protect and/or improve the amenities of residential conservation areas.’</i>
	Zone Z3 – Neighbourhood Centres	<i>‘To provide for and improve neighbourhood facilities.’</i>
	Zone Z4 – Key Urban Villages / Urban Villages	<i>‘To provide for and improve mixed-services facilities.’</i>
	Zone Z6 – Employment / Enterprise	<i>‘To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.’</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>‘To preserve, provide and improve recreational amenity, open space and ecosystem services.’</i>
	Zone Z11 – Waterways Protection	<i>‘To protect and improve canal, coastal and river amenities.’</i>

The Proposed Scheme will, for the most part, comprise land within the existing public road and pedestrian pavement area where there are no specific zoning objectives. Where the Proposed Scheme crosses the Grand Canal, the red line boundary for the Proposed Scheme extends over the canal as well as the entrance to the commercial premises of Gordon’s Fuel Merchants (and the residential dwelling immediately adjacent to it) to facilitate the provision of two new cycle / pedestrian bridge structures on either side of the existing Robert Emmet Bridge and carriageway widening.

The commercial premises of Gordon’s Fuel Merchants (and the residential dwelling immediately adjacent to it) has an assigned zoning of ‘Z3 – Neighbourhood centres’ according to the DCDP 2022-2028 (DCC 2022).

As the provision of two new cycle / pedestrian bridge structures over the Grand Canal as well as the widening of the carriageway to the immediate north of the canal will improve the urban realm, accessibility and amenity of this location, it is considered that the Proposed Scheme is in line with the above objectives.

#### 4.4.1.1 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). It is noted that there is a cluster of protected structures along R137 Clanbrassil Street Upper.

**Table 4.6: Map Based Objectives**

Map Based Objective	Description	Proposed Scheme Response
<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>	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.  The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes.
Strategic Development and Regeneration Areas (SDRA) 16 Liberties and Newmarket Square	<i>'While considerable urban consolidation and regeneration of the Liberties area has occurred in recent decades, significant opportunities for regeneration and enhancement still exist, as identified in the guiding principles for this SDRA. It is an objective of the plan to recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards the Liberties' strong sense of community identity and cultural vibrancy into the future.'</i>	In general, the Proposed Scheme is confined to existing pavement, roads or planted areas. SDRA 16 fully supports creating good neighbourhoods and successful communities and promotes enhanced access to existing facilities in the wider community. Improvements to the urban 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.
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual impact on the architectural heritage resource, as a result of the Construction and Operational Phase of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Conservation Areas (along the Grand Canal)	<i>'Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, 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.'</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.

#### 4.4.1.2 Local Area Plans / Masterplans

This section of the Proposed Scheme will pass through the Liberties Local Area Plan 2009 (DCC 2009). The objectives relevant to the Proposed Scheme contained in the Liberties Local Area Plan 2009 are set out in Table 4.7.

**Table 4.7: Liberties Local Area Plan 2009 Objectives**

Section	Policy / Objective	Proposed Scheme Response
1	<i>'Overarching Objective 10: To promote sustainable modes of transport by making them convenient and attractive including walking and cycling routes and by facilitating the provision of public transport infrastructure and optimising its use.'</i>	The Proposed Scheme is being developed to promote sustainable modes of transport including public transport (bus), cycling and walking. The Proposed Scheme aims to create attractive, consistent, functional and accessible routes for people alongside the core bus and cycle facilities. Refer to Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.
6.6	<u>'Movement'</u> <i>Promote the development of a legible urban structure with a well-defined network of routes which establishes internal links and provides connections and integration with the wider urban area and city context including providing people with a choice of routes and modes of Transport.'</i>	The Proposed Scheme will improve internal links and provide connects throughout the Dublin Area with improvements in sustainable modes of transport including walking, cycling and the use of public transport (bus). Refer to Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.
6.6	<u>'Routes'</u> <ul style="list-style-type: none"> <li><i>Make Connections to areas outside of the Liberties so that Local residents can avail of a wider range of facilities, public spaces and services.'</i></li> </ul>	The Proposed Scheme is part of the wider BusConnects Programme which will help link facilities, public spaces and services throughout the Dublin Area through the improvements in modes of transport options. Refer to Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.
6.6	<u>'New Routes'</u> <ul style="list-style-type: none"> <li><i>Create new routes for cyclists and pedestrians, to contribute to ease of movement and connect existing spaces, public transport and circulation patterns while promoting permeability</i></li> <li><i>Ensure that new routes support an active mix of uses and direct patterns of movement to public transport nodes.</i></li> <li><i>Establish internal links to encourage pedestrian and cycle movement through the area.'</i></li> </ul>	Cycling and walking routes will be upgraded or newly provided throughout the Proposed Schemes route corridor. The new routes will support an active mix of uses and movement to public transport nodes and establish internal links to encourage pedestrian and cycle movement throughout the area. Refer to Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.
6.6	<u>'Calming'</u> <ul style="list-style-type: none"> <li><i>Maintain the traditional street as the primary circulation network, with provision for traffic calming, on street parking, slow traffic speeds and pedestrian priority measures.</i></li> <li><i>Create an urban structure network, which facilitates convenient pedestrian access to local facilities, amenities and public transport services.'</i></li> </ul>	As part of the Proposed Scheme, traffic calming measures will be introduced or revised, such as a reduction in vehicle traffic speeds, improved accessibility and increased footpath and crossing widths along Derravaragh Road.  Refer to Chapter 6 (Traffic and Transport) in Volume 2 of this EIAR.

#### 4.4.1.3 Planning History

Table 2.1 in Appendix 2 (Planning History) of this Report 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 DCDP 2022-2028 (DCC 2022).

The Proposed Scheme boundary extends into the residential property of 32 Clanbrassil Street Upper (at Gordon's Fuels). As part of the Proposed Scheme, the existing residential building located at 32A Clanbrassil Street will be demolished to facilitate carriageway widening.

Following consultation, an alternative access route arrangement was adopted for Gordon's Fuels (adjacent to Robert Emmet Bridge on Clanbrassil Street Upper), which reduced the need for encroachment into the commercial property with a new access ramp, albeit with the demolition of the dwelling house. This revised arrangement was preferred by the property owner. As well as modifications to provide a shared laneway from the north beside the Mullen Scrap premises, instead of a new ramp beside the canal, which would have encroached into the premises to a much greater degree and reduce the operational yard area for the business, and potential for future development.

32A Clanbrassil Street is located within a Z3 Zoning (Neighbourhood Centres), the objective of which is: 'To provide for and improve neighbourhood facilities'. Permissible uses under Z3 include, for example, car parks, community facility and public service installation. The Proposed Scheme comprises public transport infrastructure and complements the Z3 zoning. The aim of the objective is to provide 'local facilities' and provide a 'range of services' for the local neighbourhood. The Proposed Scheme will remove a modest single storey residential dwelling of no architectural merit to facilitate enhanced footpath and cycle track provision serving the immediate area and to maintain the continuity of the overall proposed linear works. Furthermore, the demolished building will be replaced by a carriageway which will maintain access to the fuel merchants yard to its south and forms a very small percentage of the overall Z3 zoning for the wider area, the key objectives of which will be complemented by the proposed works. It is considered that this building (and its surrounds comprising fuel merchants and scrap yard businesses) do not have any architectural heritage merit or status and are not considered to contribute to the character of the Grand Canal Conservation Area.

The subject building is also within a Conservation Area, and Policy BHA9 sets out the following:

*'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: (inter alia):

1. *'Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.'*
3. *Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.'*

As set out further above, it is considered that the proposed building to be demolished does not contribute to the 'special interest and character' of the Conservation Area. The Proposed Scheme will generally enhance the urban realm along its corridor which will improve the general character and appearance of the area and its setting.

BHA10 – 'Demolition in a Conservation Area' from the DCDP 2022-2028 sets out the following:

*'There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.'*

The wording of the objective does not place a moratorium on demolition within Conservation Areas. The proposed building to be demolished, for the reasons set out further above, does not make a positive contribution to the character of the Conservation Area. In addition, the Proposed Scheme, which will provide the infrastructure necessary to provide a sustainable transport system and enhanced pedestrian / cycle network is a 'significant public benefit' for the local residents in the area and using the corridor.

Under the heading 'Climate Action', Paragraph 15.7.1 'Re-use of Existing Buildings', the DCDP 2022-2028 sets out (inter alia):

*'Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale for the demolition having regard to the 'embodied carbon' of existing structures and demonstrate that all options other than demolition, such as refurbishment, extension or retrofitting are not possible; as well as the additional use of resource and energy arising from new construction relative to the reuse of existing structures. Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.'*

Under the heading 'Climate Mitigation and the Built Environment', the DCDP2022-2028 states:

*'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'*

*'Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale for the demolition having regard to the 'embodied carbon' of existing structures and demonstrate that all options other than demolition, such as refurbishment, extension or retrofitting are not possible; as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.'*

An assessment of the Construction Phase embodied carbon was undertaken using the Transport Infrastructure Ireland (TII) Carbon Assessment Tool (Version 2). 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 Scheme 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 Proposed Scheme has the potential to reduce CO<sub>2eq</sub> (carbon dioxide equivalent) emissions equivalent to the removal of approximately 16,580 and 20,849 car trips per weekday from the road network in 2028 and 2043 respectively.

In general, the boundary extends to zonings which are on existing pavement, roads or planting areas. The works being carried out at these locations will enhance the sites and will not prohibit the wider zoning objectives from being achieved. The red line boundary of the Proposed Scheme extends over the Grand Canal, at Robert Emmet Bridge. This is to incorporate the two new cycle / pedestrian bridge structures being proposed on either side of the existing arch bridge to provide footpaths and the northbound cycle track outside of the narrow bridge width. The zoning objectives associated with this location will not be impeded by the subject proposals.

## 5. EIAR Structure and Summary of Assessment

The EIAR includes four volumes and is structured as set out in Table 5.1.

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

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
<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, and temporary in nature to pedestrian provisions, parking and loading and general traffic in relation to additional construction traffic flows upon surrounding road network.</p> <p>During the Construction Phase the impacts will be negative, moderate and temporary to cycling and public transport provisions and restrictions to general traffic along the Proposed Scheme. The application of the proposed mitigation measures will mean the impact on traffic and transport will not be significant.</p> <p>The Proposed Scheme will deliver 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 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.</p> <p>The impacts to general traffic and parking / loading, include the mitigation measures designed into the Proposed Scheme as outlined in Chapter 4 (Proposed Scheme Description) of this EIAR.</p>
Chapter 7 - Air Quality	The Air Quality Chapter considered the potential air quality impact associated with	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 overall

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	the Construction and Operational Phases of the Proposed Scheme.	<p>in the study area. There are no substantial or moderate adverse effects expected as a result of the Construction Phase of the Proposed Scheme.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be neutral and short-term, and with the application of the proposed mitigation measures, the impact on air quality will not be significant.</p> <p>No mitigation measures are required during the Operational Phase as the assessment identifies a generally negligible or beneficial impact on air quality in the vicinity of the Proposed Scheme.</p> <p>The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme, and beneficial impacts are also estimated along the length of the Proposed Scheme. There are no substantial or moderate adverse effects expected as a result of the Operational Phase of the Proposed Scheme. The assessment concludes that the overall impact on air quality along the Proposed Scheme will be neutral and long-term during the Operational Phase.</p>
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that due to the embodied carbon associated with the Construction Phase of the Proposed Scheme the impacts on CO<sub>2</sub>e emissions will be Negative, Minor and Short-Term. Although the impact rating post-mitigation is the same as pre-mitigation, the mitigation measures proposed will have the effect of reducing carbon emissions during the Construction Phase.</p> <p>The maintenance CO<sub>2</sub>e emissions associated with the Operational Phase of the Proposed Scheme, after mitigation, is predicted to be Negligible and Permanent.</p> <p>Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net GHG emissions will be Negligible and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Negligible and Permanent.</p> <p>It is concluded that, the Proposed Scheme will make a significant contribution to reduction in carbon emissions.</p>
Chapter 9 – Noise & Vibration	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	<p>Given the linear nature of the works, noise emissions related to construction works will be of temporary impact at any one area as the works progress along the length of the Proposed Scheme. The application of the proposed noise thresholds and restricted hours of operation, along with the implementation of appropriate noise control measures, will ensure that noise impact is controlled within acceptable limit values.</p> <p>Following the application of mitigation measures, noise impacts associated with the Construction Phase are expected to be Negative, Not Significant to Moderate and Temporary during all key Construction Phases during daytime periods.</p> <p>During evening periods, noise impacts associated with the Construction Phase will be Negative, Moderate to Significant and Temporary. During construction, the assessment concluded that the use of standard construction activities can operate comfortably within the recommended vibration limits for standard residential and other light-framed buildings. With the adoption of best practice methodologies, vibration impacts at the most sensitive premises can be adequately mitigated to within acceptable levels relating to disturbance.</p> <p>Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043). Overall, there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme.</p>
Chapter 10 - Population	The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concluded that there will be no indirect significant impacts to community amenity.</p> <p>However, localised negative impacts are expected in terms of permanent land acquisition particularly at numbers No. 01 – 21 Mount Argus Square (No. 21 residential properties) and No. 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, and 61 Harold's Cross Road (no. 15 dwellings) where a Negative, moderate and short-term impact is predicted. A Negative, Minor and Short-term is expected at The Grand Canal; and Green space adjacent to St. Patrick's Court. In regards to Community amenity it is</p>



EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>expected that a Negative, Moderate/Significant and Temporary impact will occur at Harold's Cross Park, Saint Patrick's Cathedral Grammar School, Mount Argus Park, Grand Canal, Saint Clare's Convent National School, Leinster Park Montessori School, Saint Audoen's Church, Poddle Park, Saint Gladys Private Nursing Home, Holy Apostles Peter and Paul Russian Orthodox Church, Our Lady's Hospice and Care Services, Mount Jerome Cemetery, The River Poddle Corridor and Sundrive Road Car Park.</p> <p>Furthermore, during construction, it is expected that there will be a Negative, Slight and Short-term impact to accessibility for pedestrians at Mount Argus, Harold's Cross, Harrington Street and Francis Street, and a Negative, Moderate and Short-Term impact to accessibility for cyclists and bus users and private vehicles at Mount Argus, Harold's Cross, Harrington Street and Francis Street. There will be no significant impacts to commercial amenity directly or indirectly and no significant impact to commercial accessibility. However, there will be a Negative, Significant and short-term impact to Gordon's Fuels due to land take.</p> <p>During operation a Negative, Profound and Long-Term impact will be experienced at number 32A Clanbrassil Street Upper (at Gordon's Fuels).</p> <p>The Proposed Scheme will deliver positive impacts in terms of accessibility to community facilities and commercial businesses for pedestrians, cyclists and bus users during the Operational Phase. Negative impacts are expected on the accessibility of private vehicles as a result of the imposition of proposed bus gates along the length of the Proposed Scheme, however these are not expected to be significant. The Proposed Scheme is also expected to benefit individuals and businesses whose workers live along the corridor. Retail and leisure businesses along the route could gain a double benefit from both increased sales and improved staff productivity, albeit it is acknowledged that there may be potential impacts on some businesses located within the bus gates.</p> <p>These improvements / impacts 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> <p>Accordingly, it is concluded that the Proposed Scheme will deliver strong benefits for users of sustainable modes of transport, with positive accessibility and amenity impacts for community areas.</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 assessment of health has found that during the Construction Phase the pathways to the greater predicted health effects are temporary changes but these are not expected to result in a change in population health status. No significant residual impacts on health are therefore predicted. During the Operational Phase, the pathways to the greater predicted health effects are permanent changes which bring multiple pathways associated with health improvement such as opportunities for improved physical activity (active travel), opportunities for more equitable transport and access to services, and opportunities for more social interaction. Therefore positive, very significant/significant and long-term residual effects are predicted during the Operational Phase.
Chapter 12 - Biodiversity	The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.	<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	The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the implementation of the mitigation measures, no significant remaining 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 water bodies. In the Operational Phase, the infrastructure (including sustainable drainage systems) will be maintained by the local authorities, and will be subject to their management</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		procedures. No additional mitigation is required, and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.
Chapter 14 – Land, Soils, Geology & Hydrology	The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the mitigation measures, it is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual operational impacts on land, soils, geology and hydrogeology.</p>
Chapter 15 – Archaeological & Cultural Heritage	The Archaeological & Cultural Heritage Chapter considered the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the implementation of mitigation measures it is considered that there will not be no significant residual impacts in the Construction Phase of the Proposed Scheme.</p> <p>All negative archaeological and cultural heritage impacts will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no significant negative residual impacts have been identified. One positive residual impact has been identified during the Operational Phase of the Proposed Scheme following the implementation of public realm improvement works at Mount Argus Way, in the vicinity of the stone boat, the recorded monument of a weir (RMP DU018-043003). It is considered that there will be a Positive, Moderate and Long-Term residual impact on the setting and understanding of the historic significance of the area around the stone boat through improved access, the completion of upgraded public realm works and provision of interpretative signage.</p>
Chapter 16 – Architectural Heritage	The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the proposed mitigation measures, it is expected that there will be no significant residual impact on the architectural heritage resource, as a result of the Construction Phase of the Proposed Scheme.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no significant residual impact on the architectural heritage resource, as a result of the Operational Phase of the Proposed Scheme.</p>
Chapter 17 – Landscape (Townscape) & Visual	The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The Proposed Scheme will give rise to some degree of townscape and visual effect, most notably during the Construction Phase. These impacts arise especially where there is temporary and / or permanent acquisition of lands associated with residential or other properties including amenities, and where tree removal is required. The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compound, return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.</p> <p>In the Operational Phase negative moderate / significant residual effects will remain for residential properties on Harold's Cross Road experiencing permanent land acquisition. A profound permanent effect will remain for the single removed residential property on Clanbrassil Street Upper. The changes at Emmet Bridge will impact on views of the bridge but will also provide enhanced pedestrian and cycle access, resulting in a moderate neutral residual effect on the amenity of Grand Canal. There will be overall positive effects for all sections of the scheme, as the Proposed Scheme provides for improvements in the urban realm, most notably through an upgraded and consistent paving scheme and new street tree planting, which will result in positive long-term effects for the townscape and visual character. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.</p>
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.	With the implementation of the mitigation measures, it is expected that there will be no significant residual impacts on waste and resources during construction and operation.
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 impacts on material assets as a result of the Proposed Scheme during the Construction Phase.</p> <p>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 Operational Phase mitigation measures are required.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		There will be no significant residual impacts on major infrastructure and utilities or as a result of imported material during the Operational Phase.
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, including the implementation of a Construction Environmental Management Plan and Environmental Incident Response Plan. With the application of these mitigation measures, there are no remaining identified major accidents and / or disaster 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>The results of the modelling showed that with the CTMPs for all schemes in place at the same time, there would be significant traffic displacement across the Dublin area. The large cumulative increase of traffic on local roads had the potential to generate a significant adverse impacts of traffic congestion along with the risk of generating air quality and noise impacts. A revised construction scenario was developed which is based on four schemes which cannot be constructed concurrently with adjoining schemes. This scenario was developed to minimise potential significant impacts on traffic, air quality and noise.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur as a result of other projects in conjunction with the Proposed Scheme 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>The combined impact on climate of the Proposed Scheme with other schemes under construction concurrently is considered to result in a cumulative Negative, Significant and Short-Term impact on climate. In general, the carbon emissions associated with embodied carbon and energy to construct schemes on a national basis is accounted for cumulatively as part of the ETS. Impacts on climate associated with the Proposed Scheme cumulatively with the construction of all other Core Bus Corridor schemes are predicted to be Negative, Significant and Short-Term.</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 Effects, the assessments assume all 12 proposed Bus Corridor Schemes would be operational, along with other identified projects and Greater Dublin Area Transport 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 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 only other significant operational cumulative impacts identified over and above the standalone scheme relate to human health. It was assessed that the proposals for SDCC planning application SD228/0008, the Lucan Luas, DART+ Programme South West, DART+ Tunnel Element (Kildare Line to Northern Line), Greater Dublin Area Cycle Network Plan, new bus interchange facility north of Liffey Valley Shopping Centre and the other Core Bus Corridor schemes 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, significant and long-term for health.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
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 Assessment

A Water Framework Directive (WFD) Compliance Assessment was carried out on the Proposed Scheme (Appendix A13.1 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 (Table 5.2).

**Table 5.2: 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 waterbodies identified as high status	Yes
No changes that will cause failure to meet surface water GES or GEP or result in a deterioration of surface water GES or GEP	After consideration as part of the detailed compliance assessment, the Proposed Scheme will not cause deterioration in the status of the waterbodies during construction following the implementation of mitigation measures; during operation, no significant impacts are predicted.	Yes
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 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 Articles 4.8 and 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 waterbodies within the study area have been assessed for direct impacts; indirect impacts have also been assessed. The assessment concludes that the Proposed Scheme will not compromise the achievement of the objectives of the WFD for any waterbody. In addition, the Proposed Scheme has been assessed for the potential for cumulative impacts with other proposed developments within 500m 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 waterbody. 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*'.

The Habitats Directive (1992) 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 Habitats Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. No impact is anticipated as there are no designated areas within 2km of the Proposed Scheme. There are European designated sites in the wider 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.

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 Proposed Scheme will not influence or moderate agricultural land use or land management.

The revised Bathing Water Directive (rBWD) (2006/7/EC) 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 BWD. 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 is none <2km from the Proposed Scheme. It is therefore compliant with the Bathing Water Directive

#### **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 waterbody and will not prevent it from achieving GES or GEP. There are no cumulative impacts predicted 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.

Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope and it will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with WFD, and therefore, does not require assessment under Article 4.7 of the WFD (see Section Article 4.7 of the WFD).

#### **5.1.1.3 Flood Risk Assessment (FRA)**

The primary source of flood risk identified for the Proposed Scheme corridor is from fluvial flooding from the adjacent River Poddle. Sections of the Proposed Scheme have been identified to be within Flood Zone A. The Proposed Scheme is categorised as local transport infrastructure according to the Department of the Environment, Heritage and Local Government (DEHLG) and the Office of Public Works (OPW) Planning System and Flood Risk Management Guidelines for Planning Authorities (hereafter referred to as the FRM Guidelines) (DEHLG and OPW 2009). The Justification Test has been designed to rigorously assess the appropriateness, or otherwise, of particular developments that, are being considered in areas of moderate or high flood risk (i.e. Zone A and B). The assessment undertaken as part of the FRA indicates that the Proposed Scheme will have a negligible impact on flooding and the surface water drainage network within the catchment. Sustainable Drainage Systems (SuDS) will be provided, where applicable, to manage runoff quantity and quality.

The Proposed Scheme will not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities and will be flood resilient in design. As per Circular PL 2/2014 Flooding Guidelines (hereafter referred to as Circular PL 2/2014) (Department of Environment, Community and Local

Government 2014) it does not require a Justification Test. Thus, the Proposed Scheme will be suitable for the associated flood risk, as per the FRM Guidelines.

#### 5.1.1.4 AA and 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 in-combination with other plans or projects.

### 5.1.2 Consultation

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 Service (NPWS), 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 consultation with the public, including affected landowners, consultations were also undertaken with DCC and SDCC and with the prescribed bodies and interested parties outlined Table 5.3 with regard to the approach to the EIAR.

**Table 5.3: Prescribed Bodies and Interested Parties**

Prescribed Bodies and Interested Parties	
An Chomhairle Ealaíon	Health Service Executive (HSE)
An Taisce	The Heritage Council
DCC	Irish Water
Department of the Environment, Climate and Communications	OPW
Development Applications Unit (DAU) - Department of Housing, Local Government and Heritage	TII
Department of Transport	Waterways Ireland
National Tourism Development Authority trading as Fáilte Ireland	Geological Survey Ireland (GSI)
SDCC	Inland Fisheries Ireland (IFI)
Iannród Éireann	

Where possible, the information and advice received from the consultation process were subsequently incorporated into the design of the Proposed Scheme and addressed in the relevant chapters of the EIAR. Issues raised during the consultation process 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 / AA;
- DAU - Department of Housing, Local Government and Heritage: 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);
- DCC comments in relation to the CBC Infrastructure Works related to the following: 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 following requirements are addressed in the EIAR iterative process; alternatives, cumulative impacts, mitigation and project splitting. 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;
- SDCC comments in relation to the CBC Infrastructure Works related to the following: traffic flow maintenance, existing traffic speed controls, car parking, construction compounds, work time restrictions, active travel protection, drainage / flood risk, dirt and dust controls, noise, air quality, protection of urban realm infrastructure and emerging cycle routes;
  - Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of the CEMP;
  - The 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 HSE 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 apprise GSI of BusConnects, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

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.

In May and June 2021, 86 letters (registered) were issued to people with potential interests in 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 took place on request. In addition, a further attempt was made to contact those occupiers that had yet to make contact by visiting property during September 2021. Where no one answered the door, a letter was placed through the letterbox again requesting the occupiers to contact the NTA. Since September 2021, further engagements have taken place with affected property owners to track changes of ownership, and in response to enquiries, with some site meetings by arrangement. In February 2023, all known affected owners and occupiers of properties were contacted by letter to refresh the information in preparation for the Proposed Scheme application.

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

- DCC (2009). Liberties Local Area Plan.
- DCC (2012). Your City Your Space – Dublin City Centre Public Realm Strategy
- 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
- DEHLG and OPW (2009). Planning System and Flood Risk Management Guidelines for Planning Authorities
- Department of Environment, Community and Local Government (2014). Circular PL 2/2014 Flooding Guidelines
- 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
- DoT (2022). National Sustainable Mobility Policy
- DTTAS (2009a). Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020
- DTTAS (2009b). National Cycle Policy Framework (2009 - 2020)
- DTTAS (2013). Design Manual for Urban Roads and Streets
- DTTAS (2015). Our Transport Future – Strategic Investment Framework for Land Transport
- EMRA (2019a). Regional Spatial Economic Strategy for the Eastern and Midlands Region 2019 – 2031
- EMRA (2019b). Dublin Metropolitan Area Strategic Plan
- European Commission (2019). European Union Green Deal 2019
- European Commission (2020). Sustainable and Smart Mobility Strategy 2020
- Government of Ireland (2018a). Project Ireland 2040 - National Development Plan 2018 – 2027
- Government of Ireland (2018b). Project Ireland 2040 - National Planning Framework
- Government of Ireland (2018c). National Implementation Plan 2018 – 2020
- Government of Ireland (2019). Climate Action Plan 2019
- Government of Ireland (2020). Programme for Government – Our Shared Future 2020
- Government of Ireland (2021a). Project Ireland 2040 - National Development Plan 2021 – 2030
- Government of Ireland (2021b). Climate Action Plan 2021



Government of Ireland (2022). Sustainable Development Goals National Implementation Plan 2022 - 2024

Government of Ireland (2023). Climate Action Plan 2023

Minister of State (2022). Ministerial Direction by the Minister of State at the Department of Housing, Local Government and Heritage

NTA (2011). National Cycle Manual

NTA (2013). Greater Dublin Area Cycle Network Plan 2013

NTA (2015a). Core Bus Network Report

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

SDCC (2019). SDCC Climate Change Action Plan 2019 - 2024

SDCC (2022a). South Dublin County Development Plan 2022 – 2028

SDCC (2022b). Chief Executive Report

UN (2015). Transforming Our World, the 2030 Agenda for Sustainable Development

#### 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)

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# Planning Report Appendix 1

## Local Policy

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## **Appendix 1 Local Policy**

# 1. South Dublin County Council (SDCC)

## 1.1 SDCC Development Plan Policies and Objectives

Table 1.1: SDCC Development Plan 2022 – 2028 Policies and Objectives (SDCC 2022)

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
1.6	Strategic Vision	Overarching Statement	<i>'In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives.'</i>	The Proposed Scheme aligns with the overall vision of the plan as it will provide the infrastructure necessary to facilitate a resilient, accessible public transport, walking and cycling network. The Proposed Scheme will create an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens. 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 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR.
1.8	Climate Action	Policy CA1: Climate Action (CA)	<i>'To support the implementation of International and National objectives on climate action including the Climate Action and Low Carbon Development Act 2015 (and any amending legislation), the 'Climate Action Plan 2019' (and any updated Plans) and ensure that South Dublin's Climate Change Action Plan and County Development Plan are aligned'.</i>	The Proposed Scheme provides 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.  The Proposed Scheme will also provide improved infrastructure for pedestrians and cyclists.  The Proposed Scheme has been assessed against the plans and legislation identified in this policy as outlined in Chapter 8 (Climate) Volume 2 of the EIAR.
1.8	Climate Action	CA1 Objective 2	<i>'To ensure spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives.'</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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.
1.8	Climate Action	CA1 Objective 3	<i>'To implement the South Dublin County Council Climate Change Action Plan 2019 - 2024 (SDCC CCAP) or superseding plans and to facilitate a just transition to a climate resilient low carbon County. (consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).'</i>	The aim of the SDCC Climate Action Plan is to reduce car dependency by encouraging modal shifts from car to more sustainable modes, including public transport and cycling. SDCC states that it seeks to work with the relevant transportation bodies to introduce measures to achieve modal shifts and promote interchange between modes.  The Proposed Scheme aligns with this policy given that a key objective of the Proposed Scheme is to support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of a reduction in emission reduction targets.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
3.2	Heritage and Climate Action	Policy NCBH1 Overarching	<i>'Protect, conserve and enhance the County's natural, cultural and built heritage, supporting its sensitive integration into the development of the County for the benefit of present and future generations.'</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 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 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.</p>
3.2	Heritage and Climate Action	NCBH1 Objective 1	<i>'To protect, conserve and enhance natural, cultural and built heritage features, seeking opportunities to identify, retain, protect, and incorporate heritage assets into plans and development.'</i>	<p>The Proposed Scheme aligns with the objective as it was designed and mitigated 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>No structures within an Architectural Conservation Area are being removed as part of the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.</p>
3.3	Natural Heritage - Trees	NCBH11 Objective 3	<i>'To protect and retain existing trees, hedgerows, and woodlands which are of amenity and/or biodiversity and/or carbon sequestration value and/or contribute to landscape character and ensure that proper provision is made for their protection and management taking into account Living with Trees: South Dublin County Council's Tree Management Policy (2015-2020) or any superseding document and to ensure that where retention is not possible that a high value biodiversity provision is secured as part of the phasing of any development to protect the amenity of the area.'</i>	<p>Construction of the Proposed Scheme will require the limited removal of existing trees and other plantings at specific locations along the road corridor. However, the Proposed Scheme aligns with the objective as the high quality 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.</p> <p>The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compounds, return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.</p> <p>There are no designated Tree Preservation Order areas along the Proposed Scheme and therefore no individual tree or grouping of trees of significance will be lost as a result of the scheme.</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>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
7	Sustainable Movement	Policy SM1: Overarching – Transport and Movement	<i>'Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods.'</i>	The Proposed Scheme will promote ease of movement within the County 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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 1	<i>'To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle)'</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.  The Proposed Scheme therefore helps to achieve the targets set out under SM3 Objective 1.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 2	<i>'To ensure consistency with the NTA's Transport Strategy for the Greater Dublin Area (2016-2035) and any superseding document, as required by RPO 8.4 of the RSES'</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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 3	<i>'To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP'</i>	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. 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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 4	<i>'To ensure that future development is 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 and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.'</i>	The Proposed Scheme will provide improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport. It will promote modal shift from private car to a more sustainable forms of transport.  The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme corridor in both directions, where possible. These high-quality cycle lanes 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)



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				by prioritising the space and time allocated to these modes within the operation of a junction. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 5	<i>'To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES'</i>	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. 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. 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. BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 6	<i>'To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport'</i>	The Proposed Scheme aligns with this objective. The strategic and local road network will be used efficiently to accommodate the proposed scheme and associated walking and cycling enhancements and encourage a transition towards bus and active travel transportation modes. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 7	<i>'To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.'</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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM2: Walking and Cycling	<i>'Re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets.'</i>	The Proposed Scheme aligns with the objective as it supports the re-balancing of movement priorities towards sustainable modes. The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme corridor in both directions, where possible. These high-quality cycle lanes 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.

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				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM2 Objective 1	<i>'To achieve and monitor a transition to the County mode share targets of 15% Walk and 10% Cycle.'</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 therefore helps to achieve the targets set out under SM2 Objective 1.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM2 Objective 2	<i>'To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.'</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 Proposed Scheme corridor in both directions, where possible. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Further, Chapter 6 (Traffic &amp; Transport) of the EIAR has considered the Permeability Best Practice Guide (NTA 2015) as part of the project.</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>
7	Sustainable Movement	SM2 Objective 3	<i>'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas.'</i>	<p>The Proposed Scheme aligns with the objective as along the route, 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, which will connect existing and new areas in certain locations along the corridor.</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>
7	Sustainable Movement	SM2 Objective 4	<i>'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.</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>
7	Sustainable Movement	SM2 Objective 6	<i>'To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the EIAR has considered the NTA Cycle Network Plan</p>

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			<i>standards contained in the National Cycle Manual or any updated guidance and to promote off-road cycle infrastructure where feasible, subject to any design having regard to environmental sensitivities.'</i>	(NTA 2013) and National Cycle Manual (NTA 2011). The Proposed Scheme will provide the advantage of segregated cycling facilities along the Proposed Scheme corridor in both directions, where possible. These high-quality cycle lanes help to reduce dependency on private car use for short journeys. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM2 Objective 13	<i>'To ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided, and that SuDS approaches are used to deal with surface water run-off.'</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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details
7	Sustainable Movement	SM2 Objective 14	<i>'To ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.'</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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM3: Public Transport - General	<i>'Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network.'</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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 1	<i>'To achieve and monitor a transition to the County mode share targets of 20% Bus and 5% Rail.'</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. The Proposed Scheme therefore helps to achieve the targets set out under SM3 Objective 1. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) and Appendix A6.1 (Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 2	<i>'To facilitate and secure the implementation of major public transport projects as identified'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in

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			<i>within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.'</i>	the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 3	<i>'To ensure that future development is planned in such a manner as to facilitate a significant shift to public transport use through pursuing compact growth policies, consolidating development around existing and planned public transport routes and interchanges, and maximising access to existing and planned public transport services throughout the network.'</i>	The Proposed Scheme aligns with the objective as it will promote active travel through enhanced cycle and pedestrian infrastructure. Along the route, 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, which will connect existing and new areas in certain locations along the corridor.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 4	<i>'To optimise accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops.'</i>	The Proposed Scheme aligns with the objective as along the route, 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, which will connect existing and new areas in certain areas along the corridor. There is a proposed boardwalk structure between the car park along Sundrive Road and Mount Argus Way.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 5	<i>'To facilitate an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and routes.'</i>	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. The additional lengths of bus lanes along the Proposed Scheme will result in improved journey time reliability. 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 will support integrated sustainable transport usage 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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 9	<i>'To ensure that all new public transport corridors are designed to enhance 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 deal with surface water run-off.'</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 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.  Refer to Chapter 4 (Proposed Scheme Description), Chapter 8 (Climate), Chapter 12

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				(Biodiversity) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR.
7	Sustainable Movement	SM3 Objective 10	<i>'To work with the relevant transport agencies to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments'.</i>	The Proposed Scheme aligns with this objective. Following the implementation of the mitigation measures outlined in Chapter 12 (Biodiversity) of Volume 2 of the EIAR the Proposed Scheme will not result in any significant residual effects above the local scale on the Key Ecological Receptors identified on its own, or cumulatively together with other proposed developments during the Construction Phase.
7	Sustainable Movement	Policy SM3: Public Transport – Bus SM3 Objective 11	<i>'To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages'.</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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 12	<i>'To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle'.</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve the bus network in the Greater Dublin Area of which the Proposed Scheme is part.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 18	<i>'To liaise with bus service providers where new bus stop infrastructure is proposed in order to ensure facilities such as shelters and bins are included, where appropriate.'</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 and associated facilities in the Greater Dublin Area of which the Proposed Scheme is part.  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> Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM4: Strategic Road Network	<i>'Improve and, where necessary, expand the County-wide strategic road network to support economic development and provide access to new communities and new development areas'</i>	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.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM4 Objective 1	<i>'To work closely with transport agencies including the Department</i>	The Proposed Scheme aligns with this policy given that a key objective of the Proposed NTA

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			<i>of Transport, the National Transport Authority and Transport Infrastructure Ireland to protect capacity and deliver improvements and extensions of the strategic road network, where necessary and in line with national, regional and local climate action plans'</i>	<p>Scheme is 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>The Proposed Scheme will also provide improved infrastructure for pedestrians and cyclists.</p> <p>The Proposed Scheme has been assessed against the plans and legislation identified in this policy as outlined in Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) Volume 2 of the EIAR</p>
7	Sustainable Movement	SM4 Objective 2	<i>'To facilitate and secure the implementation of major road projects as identified within the relevant strategies and plans for the Greater Dublin Area.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is referenced within the National Planning Framework (Ministry of Housing, Communities &amp; Local Government, 2012), National Development Plan (Department of Public Expenditure and Reform, 2021) and Regional Spatial Economic Strategy (Southern Regional Assembly, 2014) which are all applicable to the Greater Dublin Area.</p> <p>The proposed scheme follows in part, 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>
7	Sustainable Movement	SM4 Objective 3	<i>'To increase competitiveness by ensuring the efficient movement of people and goods between enterprise and employment areas and the national road network.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide 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.</p> <p>It will provide improved travel times combined with increased services and will promote an efficient, reliable and frequent public transport service. 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 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM4 Objective 8	<i>'To work with the relevant transport agencies to ensure that all road and street network proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.'</i>	<p>The Proposed Scheme aligns with this objective, and it is an NTA programme.</p> <p>Following the implementation of the mitigation measures outlined in Chapter 12 (Biodiversity) of Volume 2 of the EIAR the Proposed Scheme will not result in any significant residual effects above the local scale on the Key Ecological Receptors identified on its own, or cumulatively together with other proposed developments during the Construction Phase.</p> <p>Refer to Chapter 04 (Proposed Scheme Description), Chapter 12 (Biodiversity) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM4 Objective 9	<i>'To 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</i>	<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>

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			<i>used to deal with surface water run-off.'</i>	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.  Refer to Chapter 04 (Proposed Scheme Description), Chapter 08 (Climate), Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape and Visual) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM5: Street and Road Design	<i>'Ensure that streets and roads within the County are designed to balance the needs of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport.'</i>	The Proposed Scheme aligns with this objective as it provides for a balance between sustainable transport modes including car use, walking, cycling and bus usage.  The Proposed Scheme aligns with the objective as along the route, 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, which will connect existing and new areas in certain areas along the corridor.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM5 Objective 1	<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 promotes active travel modes and public transport.'</i>	The Proposed Scheme aligns with the objective as it will provide the advantage of safe segregated cycling facilities along the Proposed Scheme corridor in both directions, where possible. These high-quality cycle lanes 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 aligns with the objective as it has included surface treatment to visually calm traffic and to enhance pedestrian priority.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM5 Objective 2	<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'</i>	The Proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets.  Refer to Chapter 6 (Traffic and Transport) for more detailed information.
7	Sustainable Movement	SM5 Objective 5	<i>'To design new roads and streets to incorporate green infrastructure elements such as planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location'</i>	Chapter 12 (Biodiversity) outlines a number of sites that form a part of Dublin's Green Infrastructure Network. The Proposed Scheme includes compensatory planting, existing trees in good condition will be kept where possible and any areas of semi-natural / reduced management vegetation in good condition are being kept. It is considered that a combination of the above mitigation will positively contribute to the protection and enhancement of biodiversity in the SDCC area.  Refer to Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape and Visual) in Volume 2 of the EIAR for more detailed information.
7	Sustainable Movement	Policy SM6: Traffic and Transport Management	<i>'Effectively manage and minimise the impacts of traffic within the County having regard to the need to provide shared road space for different users'</i>	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

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				pedestrian options as well as public transport is a key component of the Proposed Scheme. Refer to Chapter 6 (Traffic and Transport) for more detailed information.
7	Sustainable Movement	SM6 Objective 1	<i>'To effectively manage the flow of through traffic along the strategic road network and maximise the efficient use of existing road resources.'</i>	Chapter 6 (Traffic and Transport) outlines consideration of through traffic management. The design process included physical changes (e.g., cycle lane widening) and adjustments to traffic signals including changes to staging, phasing and green times to limit traffic displacement to the greatest extent possible as well as traffic management arrangements and/or turn bans, where appropriate.  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.  Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR for more detailed information.
7	Sustainable Movement	SM6 Objective 9	<i>'To ensure that appropriate design and mitigation measures are applied to all transport schemes to reduce the impact of noise and air pollution within residential communities in accordance with the EU directive on Assessment and Management of Environmental Noise'</i>	Chapter 9 (Noise and Vibration) highlights that the assessment has been undertaken in line with a range of legislation and guidance including: The Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022). The guidelines have been shaped in line with the requirements of the EU Directive.  Refer to Chapter 9 (Noise and Vibration) for more detailed information.
4.2	Green Infrastructure: Strategic Themes	Policy GI2: Biodiversity	<i>'Strengthen the existing GI network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County 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).'</i>	Chapter 12 (Biodiversity) outlines a number of sites that form a part of Dublin's Green Infrastructure Network. The Proposed Scheme includes compensatory planting, existing trees in good condition will be kept where possible and any area areas of semi-natural / reduced management vegetation in good condition are being kept. It is considered that a combination of the above mitigation will positively contribute to the protection and enhancement of biodiversity in the SDCC area.  Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR for more detailed information.
4.2	Green Infrastructure: Strategic Themes	GI2 Objective 2:	<i>'To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process'</i>	Chapter 12 (Biodiversity) sets out that: <i>'To mitigate loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below:</i>  <ul style="list-style-type: none"> <li>• 117 trees planted;</li> <li>• 165 m of proposed hedgerow;</li> <li>• 590 m2 of proposed ornamental planting; and,</li> <li>• 768m2 of proposed amenity grassland planting.</li> </ul> Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.
4.2.1	Biodiversity	GI2 Objective 4	<i>'Integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments in accordance with</i>	Chapter 12 (Biodiversity) sets out that: <i>'To mitigate loss of habitat, proposed planting incorporated into the Proposed Scheme will be</i>



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			<i>the requirements set out in Chapter 13 Implementation and the policies and objectives of this chapter</i>	<p>implemented by the appointed contractor listed below:</p> <ul style="list-style-type: none"> <li>• 117 trees planted;</li> <li>• 165 m of proposed hedgerow;</li> <li>• 590 m<sup>2</sup> of proposed ornamental planting; and,</li> <li>• 768m<sup>2</sup> of proposed amenity grassland planting.</li> </ul> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.</p>
4.2.1	Biodiversity	GI2 Objective 5:	<i>'To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site and to take a proactive approach to protection and enforcement.'</i>	<p>Chapter 12 (Biodiversity) sets out that: <i>'To mitigate the loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below and displayed on the Landscaping General Arrangement in Volume 3 of this EIAR.</i></p> <ul style="list-style-type: none"> <li>• 117 trees planted;</li> <li>• 165 m of proposed hedgerow;</li> <li>• 590 m<sup>2</sup> of proposed ornamental planting; and,</li> <li>• 768m<sup>2</sup> of proposed amenity grassland planting.</li> </ul> <p>The assessment concluded that: <i>'with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.'</i></p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.</p>
4.2.2	Sustainable Water Management	Policy GI3: Sustainable Water Management	<i>'Protect and enhance the natural, historical, amenity and biodiversity value of the County's watercourses. Require the long-term management and protection of these watercourses as significant elements of the County's and Region's Green Infrastructure Network and liaise with relevant Prescribed Bodies where appropriate. Accommodate flood waters as far as possible during extreme flooding events and enhance biodiversity and amenity through the designation of riparian corridors and the application of appropriate restrictions to development within these corridors.'</i>	<p>The Proposed Scheme is compliant with this objective as consideration has been given to the protection and enhancement of the natural, historical, amenity and biodiversity value of the County's watercourses. Chapter 13 (Water) has concluded that: <i>'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 GES or GEP. There will be 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.'</i></p> <p><i>'Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope. It will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with WFD and therefore does not require assessment under Article 4.7 of the WFD.'</i></p> <p>Refer to Chapter 13 (Water) for more detailed information.</p>

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4.2.2	Sustainable Water Management	Policy GI4: Sustainable Urban Drainage Systems	<i>'Require the provision of Sustainable Urban Drainage Systems (SUDS) in the County and maximise the amenity and biodiversity value of these systems.'</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
4.2.5	Landscape, Natural, Cultural and Built Heritage	Policy GI7: Landscape, Natural, Cultural and Built Heritage	<i>'Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan.'</i>	Chapter 17 (Landscape (Townscape) & Visual) found in relation to the Operational Phase that: <i>The Proposed Scheme provides for improvements in the urban realm, most notably through an upgraded and consistent paving scheme and new street tree planting, which will result in positive long-term effects for the townscape and visual character. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.</i> Chapter 12 (Biodiversity) has found that during the Construction Phase <i>'following the implementation of mitigation the Proposed Scheme will not result in any significant residual effects above the local scale on the KERs identified on its own, or cumulatively together with other proposed developments during the Construction Phase.'</i> During the Operational Phase it was found that: <i>'Following the implementation of the mitigation measures outlined, the Proposed Scheme will not result for the most part in any significant residual effects during the Operational Phase above the local scale on the KERs identified.'</i> Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.
4.2.5	Landscape, Natural, Cultural and Built Heritage	GI7 Objective 1	<i>'To protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a negative impact on these assets in accordance with the provisions of Chapter 3 Natural, Cultural and Built Heritage of this Development Plan.'</i>	Chapter 12 (Biodiversity) has found that during the Construction Phase <i>'following the implementation of mitigation the Proposed Scheme will not result in any significant residual effects above the local scale on the KERs identified on its own, or cumulatively together with other proposed developments during the Construction Phase.'</i> During the Operational Phase it was found that: <i>'Following the implementation of the mitigation measures outlined, the Proposed Scheme will not result for the most part in any significant residual effects during the Operational Phase above the local scale on the KERs identified.'</i> Refer to Chapters 12 (Biodiversity) and Chapter 16 (Architectural Heritage) for more information.
4.2.5	Landscape, Natural, Cultural and Built Heritage	GI7 Objective 2	<i>'To protect and enhance the landscape character of the County by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the landscape, in accordance with the provisions of South Dublin's Landscape Character Assessment'</i>	The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to protect and enhance where possible views surrounding the Proposed Scheme. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
			<i>and the provisions of Chapter 3 Natural, Cultural and Built Heritage of this Development Plan.'</i>	through the use of appropriate design responses. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
11	Infrastructure and Environmental Services	Policy IE1: Overarching Policy	<i>'Ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.'</i>	The Proposed Scheme has been subject to an Environmental Impact Assessment (EIA) and its Environmental Impact Assessment Report (EIAR) includes mitigation to address any potential negative impacts. The Proposed Scheme has been subject to an iterative design development process which has sought insofar as practicable to avoid or reduce negative impacts.  The EIAR has reviewed all relevant environmental legislation and considers the sustainable management of natural resources.
11.2	Surface Water and Groundwater	Policy IE3	<i>'Surface Water and Groundwater Manage surface water and protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive'</i>	The Proposed Scheme is compliant with this objective as consideration has been given to the protection and enhancement of the natural, historical, amenity and biodiversity value of the County's watercourses. Chapter 13 (Water) has found the following: <i>'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 GES or GEP. There will be 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. Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope. It will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with WFD and therefore does not require assessment under Article 4.7 of the WFD.'</i>  Refer to Chapter 13 (Water) for more detailed information.
11.3	Flood Risk Management	IE4 Objective 1	<i>'To require site specific flood risk assessments to be undertaken for all new developments within the County in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12/2014 and the EU Floods Directive'</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).
11.6	Environmental Quality: Air,	Policy IE7 Environmental Quality	<i>'Seek to take appropriate steps to reduce the effects of air, noise and light pollution on environmental</i>	The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
	Noise and Light		<i>quality and residential amenity in line with European, National and Regional policy and legislation.'</i>	<p>greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.</p> <p>Chapter 11 (Human Health) states that 'No significant residual impacts on human health are predicted due to construction of the Proposed Scheme.'</p> <p>It also found during the Operational Phase that 'The Proposed Scheme is expected to have a significantly positive contribution on health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.'</p> <p>Chapter 9 (Noise &amp; Vibration) sets out that: <i>Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Moderate and Temporary during all key Construction Phases during daytime periods.</i> <i>Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</i> <i>During the year of opening, 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, the highest noise impacts will be Negative, Slight to Moderate and Short to Medium-Term along a small number of roads</i> <i>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, noise impacts are calculated as Negative, Slight and Long-Term along a small number of roads</i></p> <p>There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of this EIAR.</p> <p>The Proposed Scheme provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme.</p>
11.6	Environmental Quality: Air, Noise and Light	IE7 Objective 5	<i>'To ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi-functional uses of streets including movement and recreation as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).'</i>	<p>The Proposed Scheme aligns with the objective as the Dublin Regional Air Quality Management Plan (Dublin City Council, Fingal County Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council, 2021) has been considered as part of the Proposed Scheme.</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>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p>Chapter 11 (Human Health) states that 'No significant residual impacts on human health are predicted due to construction of the Proposed Scheme.'</p> <p>It also found during the Operational Phase that 'The Proposed Scheme is expected to have a significantly positive contribution on health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.'</p> <p>Chapter 9 (Noise &amp; Vibration) sets out that:  <i>Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Moderate and Temporary during all key Construction Phases during daytime periods.</i>  <i>Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</i>  <i>During the year of opening, 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, the highest noise impacts will be Negative, Slight to Moderate and Short to Medium-Term along a small number of roads</i>  <i>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, noise impacts are calculated as Negative, Slight and Long-Term along a small number of roads</i></p> <p>There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of this EIAR.</p> <p>The Proposed Scheme provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme</p> <p>Refer to Chapter 7 (Air Quality) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.</p>

## 1.2 Zoning Objectives

Table 1.2: SDCC Zoning Objectives (SDCC 2022)

Zoning Objective	Objective
RES – Existing Residential	<i>To protect and/or improve residential amenity</i>

## 2. Dublin City Council (DCC)

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

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

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme 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 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>The Proposed Scheme has the potential to reduce CO<sub>2</sub>e emissions equivalent to the removal of approximately 1,220 and 1,190 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 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</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				<p>demand without having a significant negative impact on bus journey time reliability.</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	CAO1	<p><b>‘Dublin City Council Climate Change Action Plan</b></p> <p><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></p>	<p>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.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA3	<p><b>‘Climate Resilient Settlement Patterns, Urban Forms and Mobility</b></p> <p><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></p>	<p>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.</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>
3.5.1	Sustainable Settlement Patterns	CA4	<p><b>‘Improving Mobility Links in Existing Areas</b></p> <p><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></p>	<p>The Proposed Scheme aligns with the objective as improved mobility links are being provided such as the Proposed boardwalk structure between car park along Sundrive Road and Mount Argus Way.</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>
3.5.1	Sustainable Settlement Patterns	CA5	<p><b>‘Climate Mitigation and Adaptation in Strategic Growth Areas</b></p> <p><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></p>	<p>The Proposed Scheme will provide the infrastructure necessary to support a sustainable transport network that will result in a greater increase in sustainable mode share and 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.</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.</p> <p>The Proposed Scheme has the potential to reduce CO<sub>2</sub>e emissions equivalent to the removal of approximately 1,220 and 1,190 car</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				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 2021 Climate Action Plan Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.2	The Built Environment	CA8	<b>'Climate Adaptation Actions in the Built Environment</b> <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> <i>f. minimising the generation of site and construction waste and maximising reuse or recycling;</i> <i>g. the use of construction materials that have low to zero embodied energy and CO2 emissions;'</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 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.
3.5.2	The Built Environment	CA9	<b>'Climate Adaptation Actions in the Built Environment</b> <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> <i>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</i> <i>d. reducing flood risk, damage to property from extreme events – residential, public and commercial;</i> <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> <i>f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure'</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. A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse



Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				<p>gas emissions, beyond those reported in the assessment.</p> <p>The Proposed Scheme has the potential to reduce CO<sub>2</sub>e emissions equivalent to the removal of approximately 1,220 and 1,190 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 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> <p>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.</p>
3.5.4	Construction and Demolition Waste	CA23	<p><b>'The Circular Economy</b></p> <p><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></p> <p><a href="https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/">https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/</a></p>	<p>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.</p> <p>Refer to Chapter 18 (Waste &amp; Resources) in Volume 2 of the EIAR for further details.</p>
3.5.6	Flood Resilience and Water	CA26	<p><b>'Flood and Water Resource Resilience</b></p> <p><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></p>	<p>Chapter 13 (Water) includes an overview of flood risk.</p> <p>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.</p> <p>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).</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
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 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>	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 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.  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 Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
4.5.1	Approach to the inner City and Docklands	SC2	<p><b>'City's Character</b></p> <p>To develop the city's character by (inter alia):</p> <ul style="list-style-type: none"> <li>cherishing and enhancing Dublin's renowned streets, civic spaces and squares;</li> <li>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.'</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 urban 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></p> <p>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.'</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></p> <p>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.'</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	SC9	<p><b>'Key Urban Villages, Urban Villages and Neighbourhood Centres</b></p> <p>To develop and support the hierarchy of the suburban centres, including Key Urban</p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
	Metropolitan Area		<p><i>Villages, Urban Villages and Neighbourhood Centres, in order to (inter alia):</i></p> <ul style="list-style-type: none"> <li>• <i>support the sustainable consolidation of the city and align with the principles of the 15 minute city; and</i></li> <li>• <i>provide for the essential economic and community support for local neighbourhoods.</i></li> </ul>	<p>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 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>• <i>enhance the urban form and spatial structure of the city;</i></li> <li>• <i>be appropriate to their context and respect the established character of the area;</i></li> <li>• <i>include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;</i></li> <li>• <i>be supported by a full range of social and community infrastructure such as schools, shops and recreational areas;</i></li> <li>• <i>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.</i></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)</p>

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				in Volume 2 of the EIAR for further details.
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> <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	SC20	<p><b>'Urban Design</b></p> <p><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>	<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	<p><b>'Historical Architectural Character</b></p> <p><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>	<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> </ul>

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				<ul style="list-style-type: none"> <li>Reinstatement in original / new location as relevant.</li> </ul> <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	<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 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 15 Minute City	QHSN12	<p><b>'Neighbourhood Development</b></p> <p><i>To encourage neighbourhood development which protects and enhances 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> </ul>	<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</p>

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			<ul style="list-style-type: none"> <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>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>
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</p>

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				<p>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 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>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	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</p>



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				<p>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. 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><i>'Needs of an Ageing Population</i></b>  <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 2020 in order to identify any existing issues</p>

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				<p>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. 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>
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. The EIA assessment has been carried out according to best practice and guidelines relating to</p>

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				<p>climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</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.</p> <p>The Proposed Scheme has the potential to reduce CO<sub>2</sub>e emissions equivalent to the removal of approximately 1,220 and 1,190 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 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> <p>Refer to Chapter 8 (Climate) 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	CEE14	<p><b>'Quality of Place</b></p> <p><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></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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUV37	<p><b>'Plan Active and Healthy Streets</b></p> <p><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></p>	<p>The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the Proposed Scheme corridor 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.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a</p>

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				<p>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), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUV38	<p><b>'High Quality Streets and Spaces</b></p> <p><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></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. 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.</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>
7.5.8	Public Realm	CCUV39	<p><b>'Permeable, Legible and Connected Public Realm</b></p> <p><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></p>	<p>The Proposed Scheme 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.</p> <p>There will be an improvement to pedestrian and cycle access permeability through provision of the new bridges for example, on both sides of Robert Emmet Bridge at the Grand.</p> <p>Refer to Chapter 4 (Proposed Scheme Description and Chapter 17 (Landscape (Townscape) &amp; Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.</p>
7.5.8	Public Realm	CCUV41	<p><b>'New Infrastructure Development</b></p> <p><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>	<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</p>

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				<p>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	<p><b>'New Development</b></p> <p><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>	<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	CCUVO15	<p><b>'City Centre Public Realm Strategy</b></p> <p><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>	<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</p>

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				4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT1	<b>'Modal Shift and Compact Growth</b> <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>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	<b>'Decarbonising Transport</b> <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>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	<b>'Transition to More Sustainable Travel Modes</b> <i>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).'</i>	<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.</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</li> </ul>

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				<p>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>
8.5.2	Effective Integration of Land use and Transportation	SMT3	<p><b><i>'Integrated Transport Network</i></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>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	<p><b><i>'Integration of Public Transport Services and Development</i></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 realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.'</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> <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	<p><b><i>'Mobility Management and Travel Planning</i></b></p> <p><i>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.'</i></p>	<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</p>

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				Volume 2 of the EIAR for further details.
8.5.3	Public Realm, Place Making and Healthy Streets	SMT8	<p><b>‘Public Realm Enhancements</b></p> <p><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. In addition, opportunities have been sought to enhance the public realm and landscape design where possible for example Green area along Clanbrassil Street Lower opposite Lombard Street West and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping. 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	<p><b>‘Pedestrian Network</b></p> <p><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></p>	<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. Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT02	<p><b>‘Improving the Pedestrian Network</b></p> <p><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></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. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push</p>



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				<p>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>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT12	<p><b>'Pedestrians and Public Realm</b></p> <p><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 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 for example Green area along Clanbrassil Street Lower opposite Lombard Street West and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping.</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>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</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</p>

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			<i>public transport infrastructure and services, and public realm enhancement.'</i>	<p>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</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</p>

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			<i>underrepresented cohorts/groups in such initiatives.'</i>	<p>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	SMT18	<p><b>'The Pedestrian Environment</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>The provision of Quiet Street Treatment proposed along Puddle Park, Blarney Park and between Ravensdale Park and Sundrive Road. Enhanced permeability is included at the Proposed boardwalk structure between car park along Sundrive Road and Mount Argus Way.</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>'Integration of Active Travel with Public Transport</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>

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8.5.6	Sustainable Modes	SMT08	<p><b>'Cycling Infrastructure and Routes</b>  <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 Proposed Scheme corridor in both directions. These high-quality cycle lanes will generally be 2m, where feasible, 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>As per the Greater Dublin Area Cycle Network Plan (GDACNP (2022) the need for the delivery of cycling infrastructure along the route of the Proposed Scheme is reinforced by the updates to the Plan. The Proposed Scheme is highlighted in the extracts from the GDACNP 2022 in the context of the planned cycle network.</p> <p>The Greater Dublin Area Transport Strategy 2022 – 2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.</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	SMT09	<p><b>'Greater Dublin Area Cycle Network Plan</b>  <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 facilitates an extension of DCC's Liffey Cycle Route proposal which seeks to provide a cycle route between the Phoenix Park and Talbot Memorial Bridge. The Proposed Scheme would extend this proposed cycle route to the Tom Clarke East Link bridge.</p> <p>Cycle Network Plan (GDACNP (2022) the need for the delivery of cycling infrastructure along the route of the Proposed Scheme is reinforced by the updates to the Plan. The Proposed Scheme is highlighted in the extracts from the GDACNP 2022 in the context of the planned cycle network.</p> <p>The Greater Dublin Area Transport Strategy 2022 – 2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.</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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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 appropriate planning consents being obtained:</i></p> <ul style="list-style-type: none"> <li>• DART +</li> <li>• Metrolink from Charlemont 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 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. 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>

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8.5.6	Sustainable Modes	SMT018	<b>'Bus Infrastructure</b> <i>DCC will work with the NTA to incorporate bus infrastructure within new largescale developments where appropriate.'</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.
8.5.6	Sustainable Modes	SMT020	<b>'Green Roofs on Bus Shelters</b> <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>	This does not form part of the currently Proposed Scheme however, it does not mean that this cannot be incorporated at a later stage.
8.5.6	Sustainable Modes	SMT24	<b>'Shared Mobility and Adaptive Infrastructure</b> <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>	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)  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.10	Traffic Management and Road Safety Impacts	SMT33	<b>'Design Manual for Urban Roads and Streets</b> <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>	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.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.10	Traffic Management and Road Safety Impacts	SMT34	<b>'Street and Road Design</b> <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>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & 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: <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> Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional

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				<p>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><i>'Traffic Calming and Self-Regulation Street Environments</i></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 reduction in vehicle traffic speeds, improved accessibility and increased footpath and crossing widths along Derravaragh Road to assist pedestrian movement.</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	SMT036	<p><b><i>'Environmental and Road Safety Impacts of Traffic in the City</i></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. 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 reduction in vehicle traffic speeds, improved accessibility and increased footpath and crossing widths along Derravaragh Road to assist with pedestrian movement.</p> <p>The Proposed Scheme has been designed to include:</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
			<ul style="list-style-type: none"> <li><i>To support programmes of action which tackle the issue of road safety in the city.</i></li> <li><i>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.'</i></li> </ul>	<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>
9.5.3	Flood Management	SI15	<p><b>'Site-Specific Flood Risk Assessment</b>  <i>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> <li><i>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.</i></li> <li><i>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 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.</i></li> <li><i>On lands where the Justification Test for Plan Making has been passed and where a small</i></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>



Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
			<i>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.'</i>	
9.5.4	Water Supply and Wastewater	SI22	<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>	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.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.7	Air Quality	SIO21	<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>	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.
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. Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				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. Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).  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 for SuDs, biodiversity, amenity value and traffic calming.'</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.

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .
10.5.1	Green Infrastructure	GI6	<p><b>'New Development / New Growth Areas</b></p> <p><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></p>	<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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .</p>
10.5.1	Green Infrastructure	GI7	<p><b>'Connecting Greening Elements in Site Design</b></p> <p><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></p>	<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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.</p>
11.5.1	Building Regulations	BHA2	<p><b>'Development of Protected Structures</b></p> <p><i>That development will conserve and enhance protected structures and their curtilage and will:</i></p> <p><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></p> <p><i>(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</i></p> <p><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></p> <p><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.</i></p>	<p>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.</p> <p>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</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
			<p>(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 the curtilage or the special character of the protected structure.</p> <p>(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.</p> <p>(e) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.</p> <p>(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</p> <p>(g) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.</p> <p>(h) Have regard to ecological considerations for example, protection of species such as bats'</p>	<p>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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 16 (Architectural Heritage) and Chapter 17 Landscape (Townscape) and Visual for further details.</p>
11.5.1	Building Regulations	BHA3	<p><b>'Loss of Protected Structures</b>  <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 will require land which directly affect the rusticated granite north pier of the main entrance gates to Our Lady's Hospice and the curtain wall.</p> <p>However, reinstatement of the pier and curtain wall on the new alignment will be carried out to ensure no permanent loss of the Protected Structure. The Proposed Scheme therefore aligns with this objective.</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>  <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 will require land which directly affect the rusticated granite north pier of the main entrance gates to Our Lady's Hospice and the curtain wall.</p> <p>However, reinstatement of the pier and curtain wall on the new alignment will be carried out to ensure no permanent loss of the Protected Structure. Furthermore, the proposed Stone Boat Boardwalk structure to be located at the Tongue or Stone Boat has the potential to negatively impact on the weir through damage during construction. However, the Protected Structure will not be demolished, and following mitigation there will be no significant residual impact on the resource.</p> <p>The Proposed Scheme therefore aligns with this objective.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
				Scheme Description) in Volume 2 of the EIAR for further details.
11.5.2	Architectural Conservation Areas	BHA7	<p><b>'Architectural Conservation Areas</b></p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</p> <p>(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.'</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>
11.5.3	Built Heritage Assets of the City	BHA9	<p><b>'Conservation Areas</b></p> <p>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:</p>	<p>The Proposed Scheme boundary extends into the residential property of 32 Clanbrassil Street Upper (at Gordon's Fuels). As part of the Proposed Scheme, the existing residential building located at 32A Clanbrassil Street will be demolished to facilitate carriageway widening. This building is located within the Grand Canal Conservation Area. It is considered that this building (and its surrounds</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
			<p>1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.</p> <p>2. Re-instatement of missing architectural detail or important features.</p> <p>3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.</p> <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>	<p>comprising fuel merchants and scrap yard businesses) do not have any architectural heritage merit or status and are not considered to contribute to the character or surrounds of the Grand Canal Conservation Area. The demolition of this building will be required to facilitate enhanced footpath and cycle track provision serving the immediate area and to maintain the continuity of the overall linear works and will therefore enhance the wider public realm.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA10	<p><b>'Demolition in a Conservation Area</b></p> <p>There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.'</p>	<p>The Proposed Scheme boundary extends into the residential property of 32 Clanbrassil Street Upper (at Gordon's Fuels). As part of the Proposed Scheme, the existing residential building located at 32A Clanbrassil Street will be demolished to facilitate carriageway widening. This building is located within the Grand Canal Conservation Area. It is considered that this building (and its surrounds comprising fuel merchants and scrap yard businesses) do not have any architectural heritage merit or status and are not considered to contribute to the character or surrounds of the Grand Canal Conservation Area. The demolition of this building will be required to facilitate enhanced footpath and cycle track provision serving the immediate area and to maintain the continuity of the overall linear works and will therefore enhance the wider public realm.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	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,</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</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Scheme Response
			<p><i>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).</i></p> <p><i>(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.'</i></p>	<p>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><i>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.</i></p> <p><i>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 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</i></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> <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	Scheme Response
			<p><i>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>	
11.5.5	Archaeological Heritage	BHAO19	<p><b>'Built Heritage and Archaeology</b></p> <p><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>	<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 (DCC 2022)

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 high quality 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>'Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. 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, cultural, social and community functions that are easily accessible by foot, bicycle or public transport.'</i>
Z6- Employment / Enterprise	<i>'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.'</i>	<i>'It is considered that the remaining Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The progressive consolidation and development of these lands will be supported. The primary objective for this zone is to facilitate long-term economic development in the city. The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access.'</i>

Zoning Objective	Objective	Summary Descriptive Text
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 and exceptional 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>
Z10 - Inner Suburban and Inner City Sustainable Mixed-Uses	<i>To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses.</i>	<i>The purpose of this zoning is to promote mixed-use in order to deliver sustainable patterns of development in line with the principles of the 15-minute city. The concept of mixed-use will be central to the development or redevelopment of these sites and mono uses, either all residential or all employment/office use, shall not generally be permitted.</i>
Zone 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 including views and prospects into/out of the areas. The coast, canals, and rivers have a role in contributing to the development of a strategic green and blue network and also provide for critical flood management and climate adaption infrastructure..</i>
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. 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>

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 forms, 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 2

## Planning History

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## **Appendix 2: Planning History**

## 1. Introduction

The following Section provides an overview of planning applications for the period 2011 to 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 (DCC) and South Dublin County Council (SDCC) 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 seven applications of note that are located adjacent. Refer to Figures 1C – 1E. They are:

- An application for a Strategic Housing Development at St. Clare's Convent and No's. 115-119 Harold's Cross Road (DCC planning reference 2186/15, Appeal Reference PL29S.245164) granted in 2015. There are associated planning applications to this SHD including:
  - DCC reference 2825/17, ABP reference ABP-300031-17;
  - DCC reference 4040/17, ABP reference ABP-301835-18;
  - DCC reference 2826/17, ABP reference PL29S.248916;
  - DCC reference 3781/17, ABP reference ABP-301600-18; and
  - DCC reference 4544/17.
- An application for a 150 No. bedroom hotel (DCC planning reference 2246/15, Appeal Reference PL29S.245162) granted in 2015. There are associated planning applications to this SHD including:
  - DCC reference 3037/17; and
  - DCC reference 2598/18.
- An application for a Strategic Housing Development at the former attendant grounds of Mount Argus Church (DCC reference 2870/17) granted in 2017. There are associated planning applications to this SHD including:
  - DCC reference 4017/17;
  - DCC reference 4041/17; and
  - DCC reference 2800/18.
- An application for amendments to previously permitted 137 No. bedroom hotel (DCC planning reference 2164/17, ABP Reference PL29S.248383).
- An application for a Strategic Housing Development at 'Carlisle' Kimmage Road West Terenure. (ABP Planning Reference TA29S.313043).
- An application for a Strategic Housing Development at a site bounded Newmarket Square to the North, Ardee Street to the west and Mill Street to the south Including City House and Unit 3, Newmarket, Dublin 8 (ABP Planning Reference TA29S.312268).
- An application for a Large-Scale Residential Development at 'Carlisle' Kimmage Road West Terenure (DCC reference LRD6018/22-S3).

Separate to the planning history set out below, Volume 2 of the EIAR Chapter 21 (Cumulative Impacts and 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**

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2037/15 (1)	Material alterations & change of use from convenience store / off-license to cafe / yoga studio. Works to include landscaped outdoor seating area and new railings at the front and side; new shop front, new doors and windows to side elevation; new raised roof to existing single-storey structure to rear. Proposed opening hours: 7.30 a.m. to 10.00 p.m. Monday - Sunday.	12/01/2015	03/03/2015	N/A	Granted
2062/2015	Change of use of the part ground floor, part first floor and second floor from offices to residential on a 0.09 hectare site. The construction of a new set-back penthouse level to the existing flat roof (3rd floor), with 3 associated south facing terraces, together with the refurbishment of part first and second floors to provide 1 x 2 bed and 3 x duplex 3 bed apartments, associated storage and bicycle facilities with an overall gross floor area of 674 sq.m; two new balconies to the front elevation (south) of the building - one to first floor and one second floor; a new pedestrian entrance at the rear of the ground floor from the existing car park; the removal of the existing telecommunications equipment from the roof & rear of the building; the provision of new telecommunications equipment with new antennae within a shrouded ballast point on the roof, two new antennae on the east elevation, associated support poles and cabinets; together with all associated ancillary site layout works and site services.	16/01/2015	12/03/2015	N/A	Granted
3024/15	Conversion of existing dwelling house which is in three flats to a single dwelling unit and also construction of a single storey living room to rear.	17/06/2015	11/08/2015	N/A	Granted
3414/2015	The development will consist of the demolition of existing sheds and existing boundary wall to front of site and the construction of 2 no. three storey, 4 bedroom dwelling houses fronting onto Clanbrassil Street, with balconies to the rear at 1st floor level, and 1 no. two storey, 3 bedroom dwelling house to rear of site with access from St Vincent Street. Proposed works will include all necessary site works and mains connection to all services.	13/08/2015	07/10/2015	Yes	Granted
3743/15	The development will consist of Proposed Zinc Clad Extension at roof level to provide a plant room and access to the existing roof terrace area.	02/10/2015	08/01/2016	N/A	Granted
3870/15	The development will consist of: 1) Change of use of existing retail unit to a restaurant to include the sale of hot and cold food for consumption off the premises. 2) Alterations to the existing front and side elevations including new openings and shop front. 3) New signage 4) New extract and ventilation plant to roof.	23/10/2015	15/12/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	5) Associated internal alterations, allocated external space for waste disposal and all associated site works.				
4275/15 (1)	Permission for development at a site known as Lot 1, Kimmage Road Lower & Mount Argus Road, Mount Argus, Harold's Cross, Dublin 6W. The site is located within the former attendant grounds of Mount Argus Church bounded generally by Kimmage Road Lower to the southeast, the private access road to Mount Argus Church and Monastery to southwest, Mount Argus Church (Protected Structure Ref. No. 4260) and Monastery to the northwest; and Mount Argus Road to the north. Development to comprise: The relocation of the ESB MV sub-station (unconstructed) as approved under Reg. Ref. no. 2966/10 & PL29S.237974 from the west of the site to a location to the north eastern boundary along Mount Argus Road, with all associated site development works and site layout amendment works.	18/12/2015	19/02/2016	Yes	Granted
4276/15 (2)	The site is located within the former attendant grounds of Mount Argus Church bounded generally by Kimmage Road Lower to the southeast, the private access road to Mount Argus Church and monastery to the southwest, Mount Argus Church (Protected Structure Ref. No. 4260) and Monastery to the northwest; and Mount Argus Road to the north. The development will consist of the addition of 3 no. chimney flues to the roof of apartment block B (under construction) as approved under Reg. Ref. 2966/10 & PL29S.237974 for the combined heat and power system. The 3 no. chimney flues will be screened by a c.1.2m grey aluminium louvered grill on all sides.	18/12/2015	18/02/2016	N/A	Granted
WEB1020/16	Single storey detached games room in rear garden of existing dwelling.	27/01/2016	15/03/2016	N/A	Granted
2169/16 (1)	RETENTION: The development will consist of demolition of (a) demolition of existing single storey return to rear of existing terraced two storey dwelling and subsequent construction of a new two storey extension to rear, modification of existing windows and doors and all associated site works and (b) retention of existing vehicular entrance with off-street car parking and gates at front of house.	03/02/2016	24/03/2016	N/A	Granted
2443/16	Permission for the creation of a vehicular access to the front of the house onto Lower Kimmage Road, the provision of an access gate, off street parking, and all associated site and landscaping works.	07/03/2016	20/04/2016	N/A	Granted
2545/16	Planning permission is sought for the proposed new single storey self-contained residential unit to rear and associated external landscaping.	24/03/2016	18/05/2016	N/A	Granted
2891/16 (1)	PROTECTED STRUCTURE: The development will consist of the demolition of a single-storey garden shed and a single-storey lean-to structure to the rear, internal modification at basement level to include modified layout and infilling of the existing rear basement window, modifications to ground floor level to include, the enlargement of the existing window opening of the rear ground floor reception room, the replacement of a handrail to the staircase from basement level to ground floor, modifications to the existing return including the removal of the side wall of the return at	17/05/2016	24/06/2016	Yes	Granted



Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	ground floor level, the provision of new double doors to rear and the removal of existing chimney stack, replacement of existing aluminium windows throughout with new timber framed sliding sash double glazed units, modifications to first floor level to include provisions for an ensuite and the erection of a 15 msq single storey extension to the rear and associated works.				
3038/16	Permission is sought for two storey extension to side and rear and roof light to front to provide study, bathroom and new bedroom and associated site works.	03/06/2016	08/07/2016	N/A	Granted
3180/16	Permission is sought for relocation of existing site vehicular access. Works to include removal and blocking up of existing vehicular access. Demolition of a single storey prefabricated office building and provision of new vehicular and pedestrian access to the western side of the existing Ravensdale Park Road boundary adjacent to the existing adjoining service laneway exit to provide for the rationalisation of the existing on site traffic flow.	23/06/2016	16/09/2016	N/A	Granted
3124/16	The Development will consist of refurbishment and change of use of existing two storey bar/restaurant into apartments within the existing building. The height and windows will largely remain unchanged with some additions. The building will accommodate three number 3 bedroom apartments and one number 2 bedroom apartment with 3 roof terraces and 3 gardens facing south/east and a communal open space to the north/west. Permission is sought to demolish a front extension porch to the west elevation, and for partial demolition of a rear extension to the east to form new gardens. It is proposed to lower a block on the south/east corner to form a roof terrace and extend and continue the roof profile to access the same roof terrace. It is proposed to add an escape stairs from this upper roof terrace to the lower roof terrace. Permission is sought for the construction of an escape stairs to the south east from the lower roof terrace to an escape lane at the rear of the site. Permission is sought to construct a dormer to the north/east and for raised parapet walls to the roof terrace at same location. Permission is sought for 6 new skylights to the roof. Permission sought for 2 new opes to the west elevation, 11 new opes to the east elevation, and 4 new opes to the south elevation. Vehicular access will be via the existing entrance to the former Scholar's Bar, Blackpitts. Parking is provided on site for up to 7 cars. Pedestrian access will be retained from Donovan Lane to the site via a gate on the southern boundary. Total number of apartments is 4.	27/07/2016	15/09/2015	N/A	Granted
3778/16	PROTECTED STRUCTURE: Permission for alterations and renovations consisting of; erection of a single storey side return extension to lower ground floor level, lowering of sill to ground floor window of existing closet wing, new lower ground floor slab and associated structural underpinning, damp proof treatment to all at lower ground floor, new double glazed timber sash windows to front and rear elevation, repoint brickwork to rear elevation, all to existing terrace three storey	23/09/2016	12/01/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	dwelling which is a PROTECTED STRUCTURE.				
4072/16	PROTECTED STRUCTURE: Permission is sought by Jamie O'Toole for change of use from office to single dwelling house, the refurbishment of existing house, interior alterations, the removal of rear wall at basement level, and the construction of a single-storey extension to rear of 126 South Circular Road, Dublin 8, a protected structure.	04/01/2016	06/01/2017	N/A	Granted
4142/16 (1)	The Development will consist of refurbishment and change of use of existing two storey bar/restaurant into apartments within the existing building. The height and windows will largely remain unchanged with some additions. The building will accommodate three number 3 bedroom apartments and one number 2 bedroom apartment with 3 roof terraces and 3 gardens facing south/east and a communal open space to the north/west. Permission is sought to demolish a front extension porch to the west elevation, and for partial demolition of a rear extension to the east to form new gardens. It is proposed to lower a block on the south/east corner to form a roof terrace and extend and continue the roof profile to access the same roof terrace. It is proposed to add an escape stairs from this upper roof terrace to the lower roof terrace. Permission is sought for the construction of an escape stairs to the south east from the lower roof terrace to an escape lane at the rear of the site. Permission is sought to construct a dormer to the north/east and for raised parapet walls to the roof terrace at same location. Permission is sought for 6 new skylights to the roof. Permission sought for 2 new opes to the west elevation, 11 new opes to the east elevation, and 4 new opes to the south elevation. Vehicular access will be via the existing entrance to the former Scholar's Bar, Blackpitts. Parking is provided on site for up to 7 cars. Pedestrian access will be retained from Donovan Lane to the site via a gate on the southern boundary. Total number of apartments is 4.	17/11/2016	19/01/2017	N/A	Granted
4312/16	Permission is sought for demolition of existing single storey side annex of 14.2m <sup>2</sup> and construction of two storey, part single storey extension of 90.2m <sup>2</sup> to the front, side and rear (total new area is 76m <sup>2</sup> ) and all ancillary works to dwelling.	12/12/2016	19/04/2017	N/A	Granted
2023/17	RETENTION: Planning permission is sought for retention of existing refrigerated cold room to rear of 26 and 27 Clanbrassil Street Lower including construction of a single storey extension to house the cold room with a quieter motor and minor internal alterations.	06/01/2017	02/03/2017	Yes	Granted
2214/17 (2)	PROTECTED STRUCTURE: Modifications to previously permitted Planning Application Reg.Ref. 2891/16 to include omission of the 15 sq.m single storey extension to the rear as previously permitted, omission of permitted enlargement of the existing window opening of the rear ground floor reception room and replacement of existing aluminium window with new timber framed sliding sash double glazed unit, reduction of the size of the permitted opening to the side of the rear return and provision of new glazed doors within this opening and minor internal modifications at	09/02/2017	03/04/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	basement level. 105 South Circular Road is a protected structure.				
3713/16	The demolition of existing buildings, a public house, dry cleaners, builders yard/ office, 8 no. flats and the construction of: (a) Block 1: a 4-storey structure, built onto Harold's Cross Road consisting 2 no. commercial units at ground floor level 3 no. 3 bedroom and 3 no. 2 bedroom residential units over all with balconies facing Harold's Cross Road; (b) Block 2: a 4-storey structure to rear consisting of 4 no. 2 bedroom, 4 no. 1 bedroom units with balconies to front facing south west, 4 no. studio residential units with balconies to rear facing north east; (c) Widened vehicular access off Harold's Cross Road to underground car park providing 18 car spaces and bicycle parking spaces, bin storage and (d) Storage units, communal gardens and associated site works.	14/09/2017	07/02/2017	N/A	Granted
2542/17 (1)	Planning permission for change of use from newsagents to coffee shop / delicatessen to facilitate, A. Extending existing coffee shop / delicatessen at No. 48 Sundrive Road into same, B. Alterations and new shop fronts to entire, C. 3 No. awnings / folding canopies to same, D. New signage throughout, E. Minor alterations to first floor layout, F. All associated site works.	23/03/2017	30/03/2017	N/A	Granted
WEB1273/17 (1)	New two storey, two bedroom house with dormer style roof to front elevation and associated drainage.	26/05/2017	15/03/2017	N/A	Granted
3171/17	Construction of a flat roof double storey bedroom & storage area extension at the end of the rear garden, and construction of a single-storey link corridor connecting the extension to the existing house and all associated works.	17/08/2017	21/08/2017	Yes	Granted
3252/17	The development will consist of: 1. A new bay window to front reception room. 2. A general internal remodel and upgrade. 3 A new two storey rear flat roof extension to consist of a lounge, utility and dining room at ground floor and a bathroom and master bedroom with terrace at first floor. 4. The existing converted attic space to be used as a study and to incorporate 3 no. new roof lights to the front and 1 no. dormer window to serve the rear attic space to be used as a bedroom. 5. All drainage, structural and associated site works to be implemented.	17/08/2017	11/10/2017	N/A	Granted
3966/17	The remodelling of the existing house with associated elevational changes to the front and side, the inclusion of 2 new roof lights, the formation of a parapet wall with associated height increase to the existing single storey extension to the rear and side, and the widening of the existing vehicular entrance, as well as all associated site and landscaping works.	02/10/2017	21/11/2017	N/A	Granted
4226/17	Demolition of single storey rear extension and construction of single storey rear extension with 3 no. roof lights and courtyard, widening of front entrance to garden to 3.5m and associated works.	09/11/2017	08/01/2018	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4342/17	The development will consist of:- Partial demolition of existing single storey office building; Construction of 3 no. 3-bedroom 3-storey houses comprising one pair semi-detached and one detached, each with a second floor balcony facing Ravensdale Park; Car parking, landscaping, removal of boundary wall, new boundary treatments and all associated site works and services.	23/11/2017	26/01/2018	N/A	Granted
4402/17 (2)	RETENTION: Planning permission for retention of change of use of No. 48A Sundrive Road, fronting onto Blarney Park, from newsagents to coffee shop/delicatessen to facilitate, a. Extension of coffee shop/delicatessen at No 48 Sundrive Road into same, b. Alterations and new shop fronts to entire, c. 3 No. awnings/folding canopies to same, d. New signage throughout, e. Minor alterations to first floor layout, f. All associated site works at No. 48 Sundrive Road & 48A Sundrive Road, Fronting onto Blarney Park, Kimmage, Dublin 12.	30/11/2017	26/11/2018	N/A	Grant Retention Permission
4412/17	The development will consist of the provision of a temporary, two-storey primary school (c. 1,4800 m <sup>2</sup> gross floor area) comprising 12 no. classrooms and ancillary teacher and pupil facilities, located at the southern end of the overall former greyhound stadium site. The development will include the provision of an internal vehicular turning circle; 2 no. universal access car parking spaces; a shared vehicular/pedestrian/cycle route within the site; internal pathways; bicycle and scooter parking; and, hard and soft play areas. Access to the proposed temporary school will be via the existing site entrance at Harold's Cross Road and via 1 no. pedestrian entrance gate which is proposed at the southern site boundary at Grosvenor Lane. The existing site boundary to Grosvenor Lane will be revised, with a new boundary treatment provided at this location. The development will also include piped infrastructure and ducting; plant; site landscaping; signage; changes in level and all associated site development and excavation works above and below ground. Temporary permission for a period of 5 years is being sought.	01/12/2017	17/04/2018	Yes	Granted
4582/17	Permission for retention of change of use of ground floor shop unit to 2 bedroom apartment and all related alterations to previously approved plans, planning register Nos. 1299/07 and 2399/12 refers.	20/12/2017	26/08/2017	N/A	Grant Retention Permission
2025/18 (2)	Permission is sought for construction of a terrace of 3 no. three storey townhouses to the front (west) of the former Scholar's Bar, associated alterations to the parking area of the previous application Reg. Ref. 4142/16 for the change of use of the former Scholar's Bar into 4 no. apartments, proposed vehicular access will be from Donovan Lane, total car parking quantity for the existing granted 4 no. apartments and the proposed 3 no. townhouses will be 7 no. (one each per unit), all to existing two storey building at the former Scholar's Bar, Donovan Lane, Dublin 8.	05/01/2018	21/08/2018	N/A	Grant Retention Permission
WEB1047/18	The development will consist of the refurbishment and extension of the 1st floor (90 sq.m), currently vacant, to a 2 bed apartment (97 sq.m) with terrace to rear, and	06/02/2018	22/05/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	access from existing entrance from Kimmage Road Lower.				
WEB1050/18	A part single storey, part two storey extension to the rear of an existing dwelling, amendments to an existing garden shed and all associated siteworks.	07/02/2018	03/04/2018	N/A	Granted
2607/18	The proposed development will consist of the demolition of the existing two storey commercial/industrial unit (Eircode D6W X661) and construction of a residential mews development consisting of 3 no. contemporary style two storey three-bedroom houses (with single storey rear element); with 1 no. on curtilage car parking space for each dwelling; private amenity space (rear garden ranging from 50-53 sq.m.); communal open space, boundary treatments, landscaping and all ancillary works necessary to facilitate the development.	28/03/2018	18/07/2018	N/A	Granted
2689/18	Planning Permission for the construction of a four storey residential building of 573 sqm to provide 8 number apartments at a vacant site (227 sqm) at 26 New Street South, Dublin 8, to the corner of New Street Gardens and adjacent to Atkinson House (protected structure), consisting of 5 number one bed apartments and 3 number two bed apartments. The residential building is served by balconies on the east elevations and terraces at 3rd floor to the west. It includes 8 cycle parking spaces and refuse storage located at ground floor level, pedestrian access to New Street South with boundary railings and stone plinths, planting and all associated site works.	06/04/2018	29/05/2018	N/A	Granted
2752/18	RETENTION & PERMISSION: Retention Permission for A) garage conversion to habitable space, B) attic conversion to habitable space and, C) elevation changes. Planning Permission for 1) ground floor extension, 2) shed / garden room to rear of property and all associated site works.	17/04/2018	07/06/2018	N/A	Grant Permission and Retention Permission
2799/18	Planning Permission for change of use from residential to Montessori school of the upper floor at 139 Harold's Cross Road, Dublin 6W.	20/04/2018	12/06/2018	N/A	Granted
2854/18	The development will consist of upgrading works to include partial demolition of existing structure to side and rear of existing house, proposed new two storey extension to side and rear of existing house, new ground floor door and first floor window to existing side gable, new covered side passage roof structure and gate, 1 No. flush style roof light SuDS drainage and all associated ancillary works to facilitate the development.	26/04/2018	19/06/2018	N/A	Granted
WEB1476/18	Permission is sought for construction of a two storey extension with pitched roof to the rear of existing dwelling, alterations to elevations and to internal layout, Velux window, external wall insulation and all associated site development works.	17/09/2018	09/11/2018	Yes	Granted
WEB1548/18	The development will consist of the construction of a single storey extension, including a roof terrace at first floor level, to the rear of the existing terraced dwelling, and alterations to the internal layout of the existing dwelling.	26/10/2018	14/12/2018	Yes	Granted
WEB1579/18	Planning permission is sought for the demolition of a rear shed and the construction of a new single storey extension with 4 no. roof	12/11/2018	15/01/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	lights, to the rear of the existing house, and all associated site works.				
4735/18 (1)	The development will consist of: Demolition of existing buildings and structures on site, with the exception of the front facade of no. 126 Harold's Cross Road; Construction of an infill residential development of 34 no. apartments with associated balconies/terraces comprising 18 no. 2 bedroom units, 11 no. 1 bedroom units and 5 no. studio units in 2 no. blocks (Block 1 & Block 2). Block 1 comprises a 5 storey (4 storey plus set-back penthouse level) over basement building to the west (rest) of the accommodating 31 no. units (17 no. 2 bedroom units, 10 no. 1 bedroom units and 4 no. studio units); Block 2 comprises a 2-3 storey over basement building to the east of the site (fronting onto Harold's Cross Road) accommodating 4 no. units (1 no. 2 bed unit, 1 no. 1 bed unit and 1 no. studio unit). Basement level to accommodate 30 no. car parking spaces, bicycle parking, refuse store and plant; Landscaped courtyard at ground floor podium level; Vehicular access from Harold's Cross Road, via 2 no. mechanised car lifts located in Block 2; All ancillary site development works, boundary treatment works and services.	21/12/2018	07/05/2019	Yes	Granted
2627/19	The development will consist of the demolition of an existing garden wall with gate; the construction of a new part two storey, part single storey dwelling with pitched roof to two storey section, including 2no. roof lights to rear and dormer window to front; parapet flat roof to single storey to rear and all ancillary site works.	28/03/2019	22/07/2019	Yes	Granted
2952/19	Planning permission for the renovation of existing single storey house and new two storey and single storey extensions to rear of existing single storey house with partial change of use from commercial (formally Handsome Hounds) to residential forming part of 330 Lower Kimmage Road and the erection of a new one and a half storey back lands house to rear at 330 Lower Kimmage Road, Kimmage, Dublin 6.	10/05/2019	04/07/2019	N/A	Granted (Spilt Decision Permission & Refusal)
3026/19	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car parking area for 93 cars, plant areas and bin storage facilities. The form of development provides for three blocks of development above the underground car park. The front block next to the street (5 storeys in height) will contain retail use and an ESB substation at ground level, offices at first floor level and 29 dwelling units in the remainder of the block. The central block (5 storeys in height) will have 32 dwellings units. The space between the blocks will contain landscaped communal open space and bike stores for the residents.	17/05/2019	23/09/2019	Yes	Granted
WEB1335/19	We, DriveGlade, intend to apply for permission for development at 331/333 Kimmage Road Lower, Terenure, Dublin 6W. The development will consist of the building of 2 No. 1 Bed Apartments on top of the existing structure. The total number of apartments will be increased from 5 apartments to a total of 7	04/06/2019	29/07/2019	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	apartments. The building will be increased from a 2 storey building to a 3 storey building. Development will also include proposed 2 No. car spaces to the rear.				
2132/20	The development will consist of: Demolition of the single storey storage shed to the rear of the vacant plots at no. 52, 52A and 53 Clanbrassil Street Lower, the 2-storey retail/cafe building at 54 and 55 Clanbrassil Street Lower, the 3-storey building with 2 no. apartments over retail at no. 110/112 South Circular Road & the single storey launderette building 108 South Circular Road. Construction of a 5-storey with part 6-storey over basement mixed use building consisting of 2 no. retail units at ground floor and basement: Unit no. 1 (c.221sqm) fronting Clanbrassil Street Lower and Unit no. 2 (c.291 sqm) fronting the corner of Clanbrassil Street Lower and South Circular Road with service access to both units off Clanbrassil Street Lower with communal lift, plant room and bin store provided at basement level; 19 no. apartment units with associated balconies/winter-gardens/terraces to the north/south/east/west elevations comprising of 6 no. studio type apartments, 8 no. 1 bed apartments, 4 no. 2 bed apartments and 1 no. 3 bed apartment; 2 no. communal east facing roof terraces to the rear located at first floor and fourth floor level; residential bin store and 40 no. secure bicycle spaces at ground level with communal residential storage at basement; all accessed from Clanbrassil Street Lower; and all associated site works.	28/01/2020	03/12/2020	N/A	Granted
WEB1084/20 (2)	Permission is sought for construction of a single storey house extension with flat roof to the rear & side of existing house, 2no. of roof lights and all associated site development works at No. 175 Harold's Cross Road, Dublin 6W, 6DW N525 by Emer Norton & Paul Carroll.	21/02/2020	29/04/2020	N/A	Granted
2416/20	Planning Permission for a single storey office extension (21 sq.m) to rear.	05/03/2020	16/06/2020	N/A	Granted
WEB1670/20	Demolition of existing rear extension, widening existing vehicular access, single storey rear extension, attic conversion with dormer window and terrace, over part flat roof, alterations to front façade, associated site works and some internal alterations.	07/02/2020	01/12/2020	N/A	Granted
3619/20 (1)	The development will consist of: 1.) The demolition of existing buildings, structures and hardstanding areas on site except for the existing front part of the 2-storey take-away restaurant building (vacant) at 39 Clanbrassil Street Upper; 2.) The construction of a mixed-use development of 28 no. apartments with associated balconies/terraces comprising 17 no. 1 bedroom units & 11 no. 2 bedroom units and 2 no. commercial units located in 2 no. blocks (Block 1 & Block 2); 3.) Block 1 comprises a part2/part 2-storey plus pitched roof building at 39 Clanbrassil Street Upper accommodating 1 no. take-away restaurant unit at ground & 1st floor level (including existing structure fronting onto Clanbrassil Street Upper) and 4 no. apartments (4 no. 2 bedroom 2-storey own-door duplex apartment units) extending along Orr's Terrace; 4.) Block 2 comprises a 3-4 storey building at 40, 41, 42 & 42A Clanbrassil Street Upper accommodating 1 no. shop/retail services unit	23/10/2020	19/02/2019	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	at ground floor level (fronting onto Clanbrassil Street Upper) and 24 no. apartments (17 no. 1-bedroom units and 7 no 2-bedroom units); 5.) Landscaped courtyard at ground floor level and roof terrace above third floor level in Block 2; 6.) Construction of new surface finishes and hard and soft landscaping to increased width Garden Terrace pedestrian laneway to the north; 7.) All ancillary site development works, plant areas, refuse storage areas, bicycle storage areas, boundary treatment works and services.				
3676/20 (2)	The development will consist of: 1) The demolition of existing buildings, structures and hardstanding areas on site except for northern boundary wall adjoining garden terrace; 2) The construction of a mixed-use development of 11 no. residential units with associated gardens and balconies/terraces comprising 1no. 1-bedroom units, 3 no. 2-bedroom units, 1 no. 3-bedroom unit and 6 no. 4-bedroom units and 2 no. commercial units located in 2 no. blocks (Block 1 & Block 2); Block 1 comprises a 2-3 storey building at 39 Clanbrassil Street Upper accommodating 1 no. retail/retail services unit at ground floor (fronting onto Clanbrassil Street Upper), 1 no. 1-bedroom duplex apartment over the retail unit and 3 no. 2 bedroom, 2-storey terraced townhouses over parking garages extending along Orr's Terrace; 4) Block 2 comprises a 2-3 storey building at 40, 41, 42 & 42A Clanbrassil Street Upper accommodating 1 no. shop/retail services unit at ground floor level (fronting onto Clanbrassil Street Upper). 1 no. 3-bedroom duplex apartment over the retail unit and 6 no. 4-bedroom 3-storey terraced townhouses extending along Orr's Terrace; 5) All ancillary site development works, plant areas, refuse storage areas, bicycle storage areas, boundary treatment works and services.	02/11/2020	25/03/2021	N/A	Granted
WEB1364/21	I, Fiona Joyce, intend to apply for planning permission for development on this site at 16+17 Portobello Wharf, Windsor Terrace / Clanbrassil Street, Dublin D08 W2T2. The proposed development will consist of the conversion of two penthouse apartments, no.16 is 88.5m2 and no.17 is 128.2m2, to use as a single 3No. bedroomed apartment totaling 218.5m2, with associated internal modifications and development works, including the partial demolition of the party wall between the two apartments, the removal of 1no. sliding door from the North Elevation and its replacement with a high level opening window, the blocking up of 1no. entrance door to apartment no.16 and infilling the existing opening with timber cladding to match existing, replacement of 1no. roof light with a smaller roof light, the provision of 2no. additional roof lights to the corridor and en-suite and all associated local roof repairs.	08/02/2011	01/04/2021	N/A	Granted
WEB1383/21	Planning permission is sought by Roisin Byrne and Rory Curtis at 95 Blarney Park, Dublin 12, D12 W2F8, for the: a) demolition of existing garage and sheds; b) construction of 30.5 sqm single storey, flat roofed extension to the side and rear of the existing house; c) provision of obscured glazed window at side elevation of first floor level; d) provision of 2 no roof lights to existing	09/04/2021	03/06/2021	N/A	Granted



Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	pitched roof; e) provision of pedestrian access gate; f) and associated site works.				
WEB1446/21	A Single Storey Front, Side and Rear Extension with Roof Windows to New Roof, comprising of a Playroom / Den, Dining room and Utility room, Remove Existing Side Extension Roof and all Associated Site Works.	14/04/2021	08/06/2021	N/A	Granted
2712/21	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment building. 32 no. apartment units are provided with private balconies/terraces with 6 no. apartment units provided with juliet balconies with all apartments provided with access to the shared roof terrace at fourth floor level and courtyard at ground floor level. The proposed development also provides for Build to Rent amenity facilities comprising concierge, business lounge and games room at ground floor level with TV room and meeting room at basement level. 1 no. ESB substation, switch room and bin storage are provided at ground floor level, and plant room and 62 no. bicycle spaces proposed at basement level. Permission is sought for pedestrian access to the apartment building from Harold's Cross Road and all associated engineering and site ancillary works necessary to facilitate the development.	26/04/2021	18/06/2021	Yes	Granted
2851/21	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis. The demolition/removal of the existing 3 no. storey 2,355 sq m grandstand; 1 no. storey 617 sq m pavilion building; 2 no. outbuildings (13 sq m and 42 sq m) and entrance gates onto Harold's Cross Road is required to facilitate the proposed development. Access to the proposed school campus will be via the existing site entrance at Harold's Cross Road and pedestrian entrance gate at Grosvenor Lane. The development will also consist of 1 No. 2 storey, 16 No. classroom primary school and 2 no. classroom Special Educational Needs Unit; a General Purpose Hall; and all ancillary teacher and pupil facilities, with a gross floor area of 3,308 sq m. The development will also consist of the provision of 1 No. part 4 No. storey, 1,000 No. pupil Post Primary School and 4 no. classroom Special Educational Needs Unit, with a gross floor area of c. 11,576 sq m, including a P.E Hall and General Purpose Hall and all ancillary teacher and pupil facilities. The development will include the provision of an internal vehicular turning circle; vehicular drop off facilities; 1 no. 39 m pedestrian canopy structure; 1 no. storey 88 sq m storage and bin store building; accessible vehicular spaces consistent with the access strategy approved under DCC Reg. Ref. 4412/17; shared vehicular/pedestrian/cycle route within	04/05/2021	28/06/2021	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	the site with internal pathways; bicycle and scooter parking; hard and soft play areas; sensory garden; multipurpose outdoor seating, dining and event space; 3 no. flagpoles; new entrance gate arrangement to Harold's Cross Road; boundary treatments; signage; PV Panels; Green Roof and SUDs; piped infrastructure and ducting; plant; external courtyards; ancillary ramps and stairs; 1 No. attenuation tank; changes in level and all associated site development and excavation works above and below ground.				
3419/21	Planning permission for the development will consist of demolition of existing single storey extension (12m <sup>2</sup> ) and provision of new ground floor extension area (45.7m <sup>2</sup> ) and new first floor extension (16.5m <sup>2</sup> ) to the rear of the dwelling (total extension 62.2m <sup>2</sup> ), with provision of new vehicular access and parking area to front of the dwelling and all ancillary site works.	31/08/2021	14/12/2021	N/a	Granted
3420/21 (2)	Planning permission for the development seeks modifications to the previously approved permission DCC Reg Ref. 4735/18 - ABP 304552-19. Modifications are to include the addition of 6 no extra units achieved by way of an additional floor to the previously granted block 1, bringing the proposed height of the building from 5 storey to 6 storey and increasing the total units in the proposed development from 34 no. units (4 no. studio, 14 no. one bed, 13 no. two bed) up to 40 no. apartment units (4 no. studio, 17 one bed, 16 no. two bed). No modifications to block 2 are proposed from the scheme outlined in DCC Reg. Ref. 4735/18 - ABP-304552-19. No modifications to the no. of bicycle parking spaces (70 no.) and car parking spaces (30 no.) or basement layout are proposed. All associated signage, site works, drainage, street lighting and landscaping are as per the previously granted scheme.	31/08/2021	22/10/2021	Yes	Granted
3587/21	Planning permission for change of use from office units to 8 bedroom guest house accommodation, internal alterations and additional floor added to existing building with rooftop garden for open space, 3 storey extension to front, side and rear of existing structure and replacement of single storey salon to front, existing basement being used for storage and all associated site works.	31/08/2021	20/10/2022	N/A	Granted
3588/21	Planning permission for : (a) change of use and material alteration (4.9sqm) at the ground floor entrance; (b) change of use and material alteration of the 59.35 sqm first floor office and stairwell to residential use providing a 45.05 sqm 1-bedroom apartment; (c) change of use and material alteration of the 54.30sqm second floor office and stairwell to residential use providing a 46.80sqm 1-bed apartment; for a total of two new apartments. All with associated works and services.	28/09/2021	22/11/2021	N/A	Granted
3033/22	Retention planning permission for the detached single storey two classroom pre-school building located to the rear of St. Clare's Primary School.	28/09/2021	22/11/2021	N/A	Granted
3779/22	PROTECTED STRUCTURE : Development will consist of a) Demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 8899,	11/01/2022	27/09/2022	Yes	Additional Information

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>b) Construction of a residential development (c.1,665 sq.m), 3 and 4 storey in height, containing a total of 22 apartments comprising of 13 one bedroom units and 9 two bedroom units.</p> <p>c) Alterations, refurbishments works and a change of use from commercial retail to residential use are proposed for No. 152, two of the 22 units will be in No. 152,</p> <p>d) Bicycle store for 70 cycle spaces, bin store substation and plant rooms on the ground floor,</p> <p>e) Communal garden at ground floor level and communal terrace at third floor level</p> <p>f) All ancillary site development works, green roofs, boundary treatment works (including reduction in height of existing wall to rear) and services.</p>				
3810/22	<p>PROTECTED STRUCTURE: The development will consist of works including renovation, alteration and conservation works to existing 3 storey period property and 1) conversion of the property from bedsit accommodation layout back into a dwelling house with separate apartment unit on the lower ground floor; 2) removal of non-original partition walls internally and formation of new openings and partitions to accommodate new proposed internal layout; 3) general refurbishment and conservation works to the interior; 4) re-slating and roof repairs - including 2 no. new roof lights; 5) installation of photo-voltaic solar panels to southern roof facades; 6) demolition of existing shed to rear of property; 7) conservation &amp; refurbishment works to existing timber sash windows and front entrance door; 8) 1 no. new door opening and 1 no. new widow opening to rear of dwelling, and all associated site development works.</p>	20/04/2022	17/06/2022	N/A	Granted
WEB1412/22	<p>Single storey and first-floor extension to the rear with two ground-floor windows to the side, one first floor window to the side.</p>	25/04/2022	29/06/2022	Yes	Pending
WEB1417/22	<p>RETENTION: Retention planning permission for the following development at 43 Clanbrassil Street Upper (Ground level), Dublin 8, D08RX59: Change of use of parking area (18.8 sq.m.) to outdoor cafe terrace (including associated timber fencing and pergola structure).</p>	05/05/2022	05/08/2022	N/A	Additional information
3888/22 (1)	<p>Planning permission for the development will consist of the demolition of existing ESB Substation (20 Sq. m), demolition of external storage containers (67 Sq. m), and demolition of existing storage shed (155 Sq. m), demolition of internal wall structures at ground floor (57 Sq. m) and demolition of existing first floor mezzanine area (149 Sq. m); change of use, at ground floor, from storage use to retail use of 263 Sq. m with ancillary off licence use; construction of new two storey storage extension to the southeast of the existing retail building (426 Sq. m at ground floor and 372 Sq. m at first floor level), construction of new ESB substation (24 Sq. m), building elevational changes to include new fire escape doors, new glazing, new signage and all associated site and drainage works.</p>	04/05/2022	05/10/2022	N/A	Registered Application
3920/22	<p>Permission is sought for (i) Car Wash, (ii) Car wash plant room with water recycling system and (iii) All associated structures, drainage and site development works.</p>	04/05/2022	30/06/2022	Yes	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3941/22 (2)	RETENTION PERMISSION : Retention of a metal frame canopy structure with retractable fabric awning in the front garden of Little Bird Cafe at 82 South Circular Road, Dublin 8, D08 FC62 at the corner with Spencer Street South.	09/05/2022	05/07/2022	N/A	Granted
3946/22 (2)	The development will consist of: Installation of a cantilevered roof canopy 12.4m long and 1.2m deep, erected on the North West Building Elevation to provide a sheltered cover for the provision of a click & collect customer shopping service. Erection of a cedar wood cladding backdrop panel onto the existing building wall Installation of signage display panels with all associated site works.	11/05/2022	01/07/2022	N/A	Granted
4877/22	Permission to install a 3.25m high vent stack with all ancillary services and associated site works in the grass verge adjacent Mount Argus Park, Harold's Cross, Dublin 6W.	19/09/2022	11/11/2022	N/A	Granted
4691/22	Planning permission for development consisting of the demolition of an internal wall structure between Unit 1 and Unit 2 to form one combined unit of 141m <sup>2</sup> , change of use of unit 1 and unit 2 from retail use to dental clinic, elevational changes to include new glazing and new signage and all associated works.	19/08/2019	13/10/2022	N/A	Granted
4443/22	The development will consist of the removal of an existing 6m stayed pole on top of the rooftop and replacement with a 6m steel lattice support structure, the relocation of existing dishes and antennae from the stayed pole to be removed onto the proposed steel lattice support structure, together with additional antennas, dishes, RRU's and ancillary works. The development will provide high speed wireless data and broadband services.	11/07/2022	02/09/2022	N/A	Granted
4243/22	Permission for the development at this site seeks modifications to the previously approved permission DCC Reg. 3619/20 (ABP - 309667-21). Modifications are to include the addition of 3 no. extra units achieved by the way of internal changes to the third floor and an additional floor to the previously granted Block 2 bringing the total no. of floors of the building from 4-storey to 5-storey and increasing the total units in the proposed development from 24 no. units which consisted of 17 no. one-bed, 7 no. two-bed to 27 no. units consisting of 19 no. one-bed, 7 no. two-bed, 1 no. 3-bed and addition of residential bin store. All associated signage, site works, drainage, street lighting and landscaping are as per the previously granted scheme.	16/06/2022	04/08/2022	05/09/2022	Refused-appeal yet to be decided
SD22B/0232	2m high front garden boundary wall	17/08/2022	13/09/2022	N/A	Granted

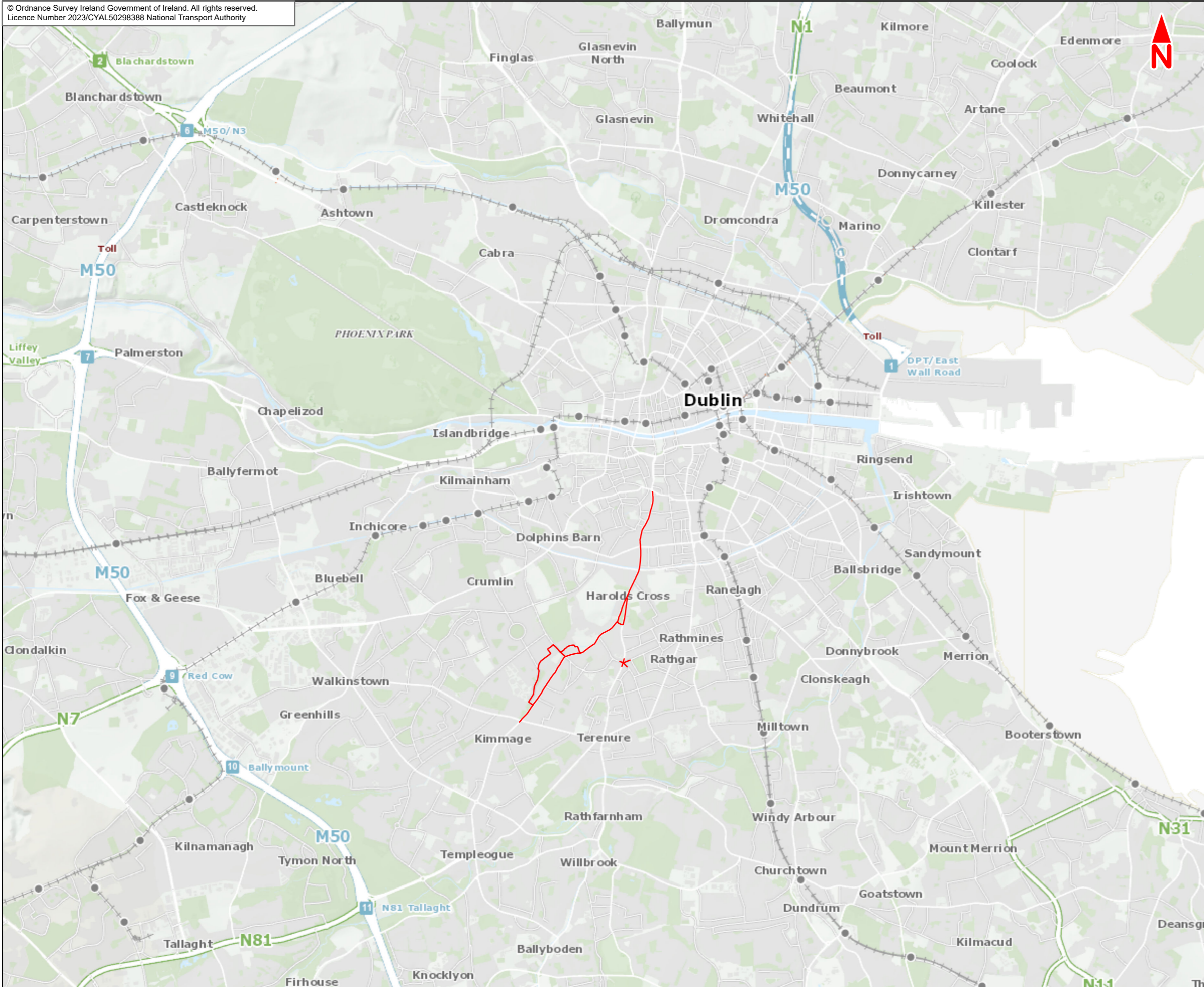
### **3. References**

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South Dublin County Council (2021) Planning Application Search [Online ] Available from  
<https://www.sdcc.ie/en/services/planning/planning-applications/search-and-view/>

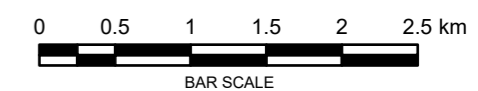
The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated rounded shapes and circles. On the right edge, there are circular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

# Planning Report Figures



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

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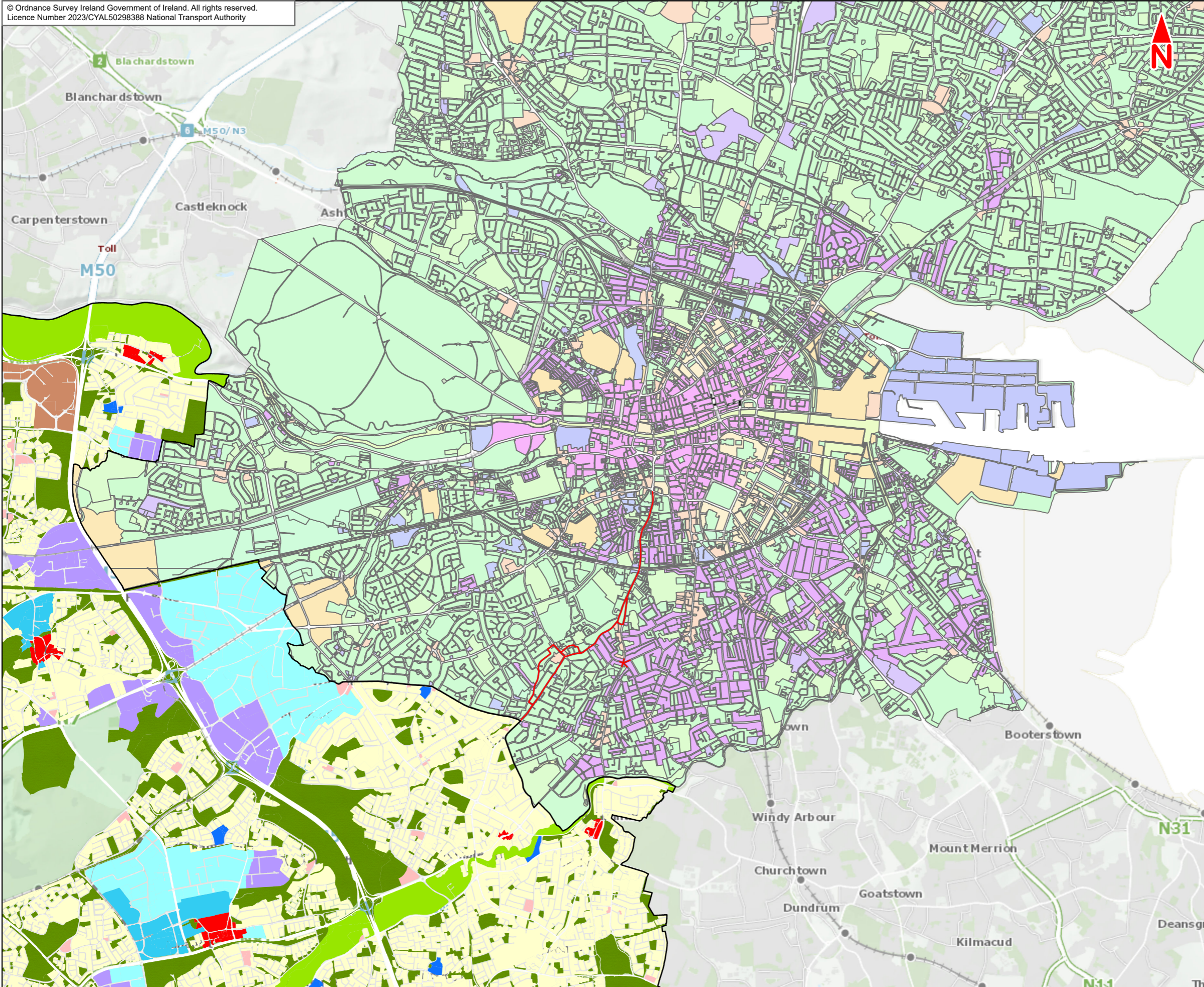
Rev	Date	Drn	Chk'd	App'd	Description
M01	Mar 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client: **NTA**  
Udarás Náisiúnta Iompair  
National Transport Authority

Consultant: **JACOBS ARUP SYSTRA**

Date: 22/03/2023 | Scale @ A3: 1:50 000  
 Drawn: LF | Checked: RMcD | Approved: DK  
 Project Code: BCIDE | Originator Code: JAC | QMS Code:

Programme Title: <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: <b>Kimmage to City Centre Core Bus Corridor Scheme 1A Kimmage Scheme Extent</b>			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0011_XX_00-DR-GG-0001	Sheet Number: 1 of 1	Status: A	Rev: M01



**Legend :**

- Kimmage to City Centre Core Bus Corridor Scheme
- SDC Council Boundary

**SDCC Land use Zonings**

- Objective RES
- Objective REGEN
- Objective TC
- Objective MRC
- Objective DC
- Objective VC
- Objective LC
- Objective EE
- Objective OS
- Objective HA (LV, DV, DM)
- Objective RU

**DCC Land use Zonings**

- Z1
- Z2
- Z3
- Z4
- Z5
- Z6
- Z7
- Z8
- Z9
- Z10
- Z11
- Z12
- Z14
- Z15

0 0.5 1 1.5 2 2.5 km  
BAR SCALE

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

Client: **NTA**  
Udarás Náisiúnta Iompair  
National Transport Authority

Consultant: **JACOBS ARUP SYSTRA**

Date: 22/03/2023 Scale @ A3: 1:50 000

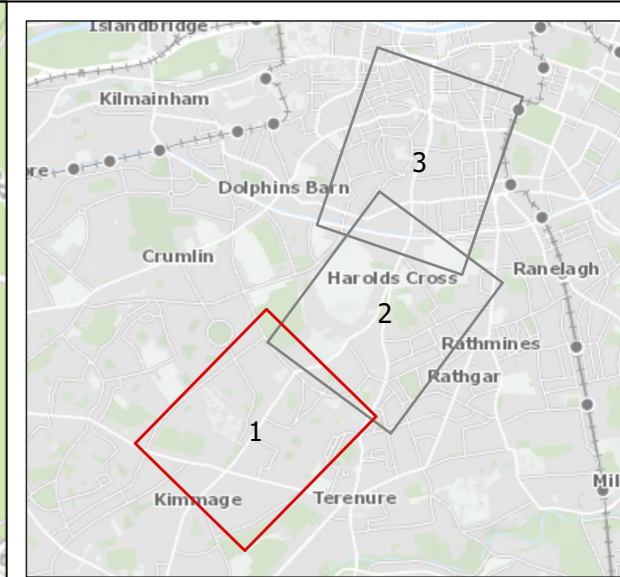
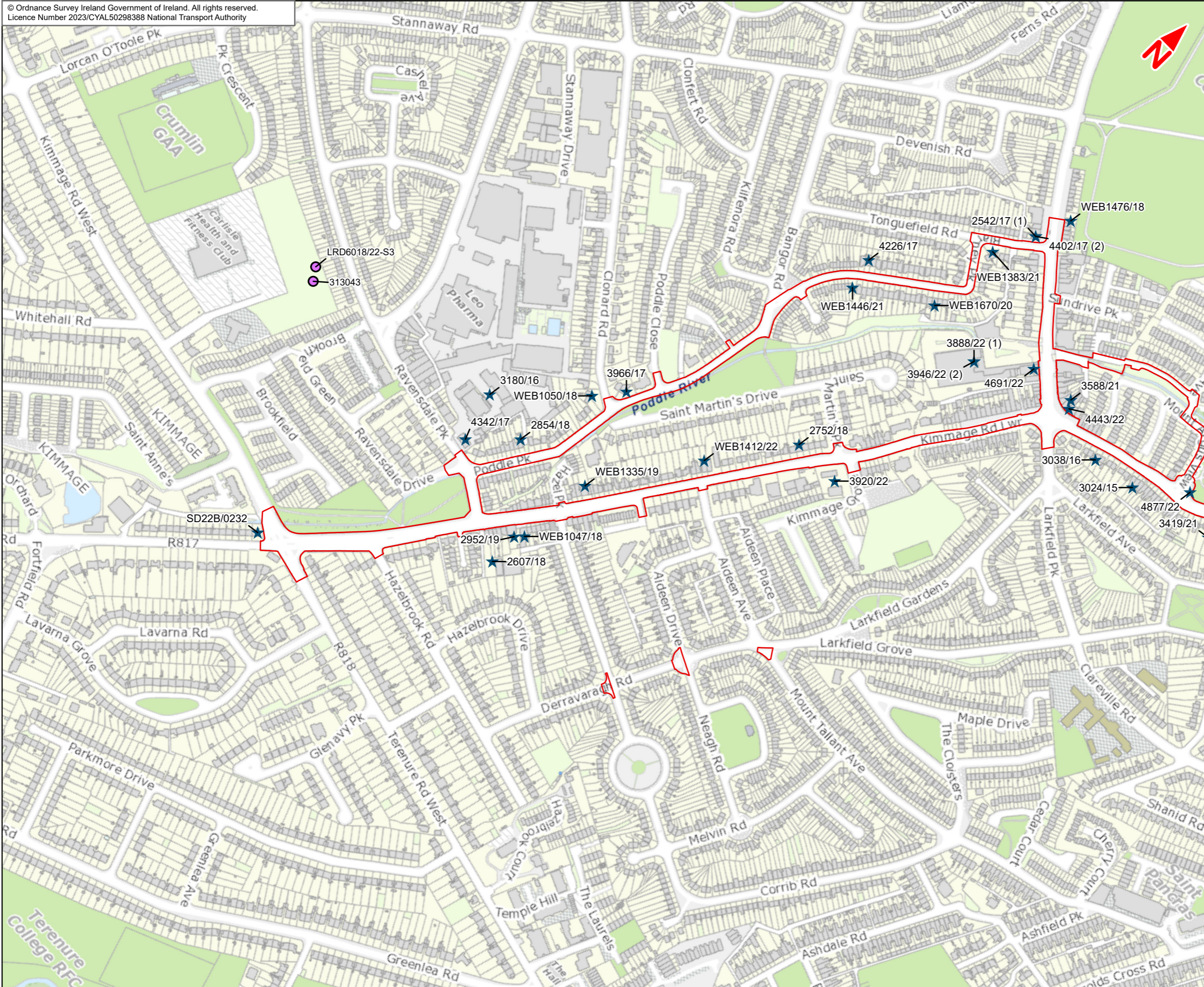
Project Code: BCIDE Originator Code: JAC

Drawn: LF Checked: RMcD Approved: DK

QMS Code: \_\_\_\_\_

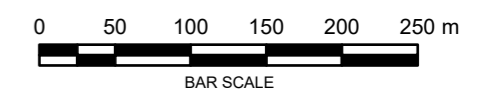
Programme Title: <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: <b>Kimmage to City Centre Core Bus Corridor Scheme 1B Kimmage Zoning Map</b>			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0011_XX_00-DR-GG-0002	Sheet Number: 1 of 1	Status: A	Rev: M01





- Legend**
- Kimmage to City Centre Core Bus Corridor Scheme
  - ★ Relevant Planning Application
  - Applications of note

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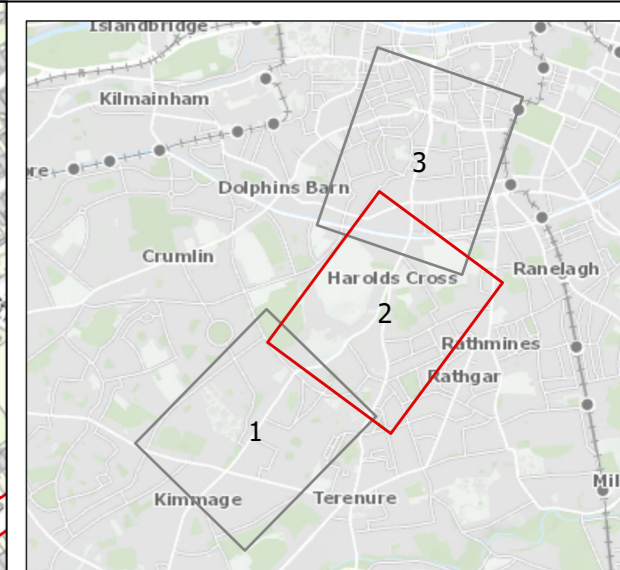
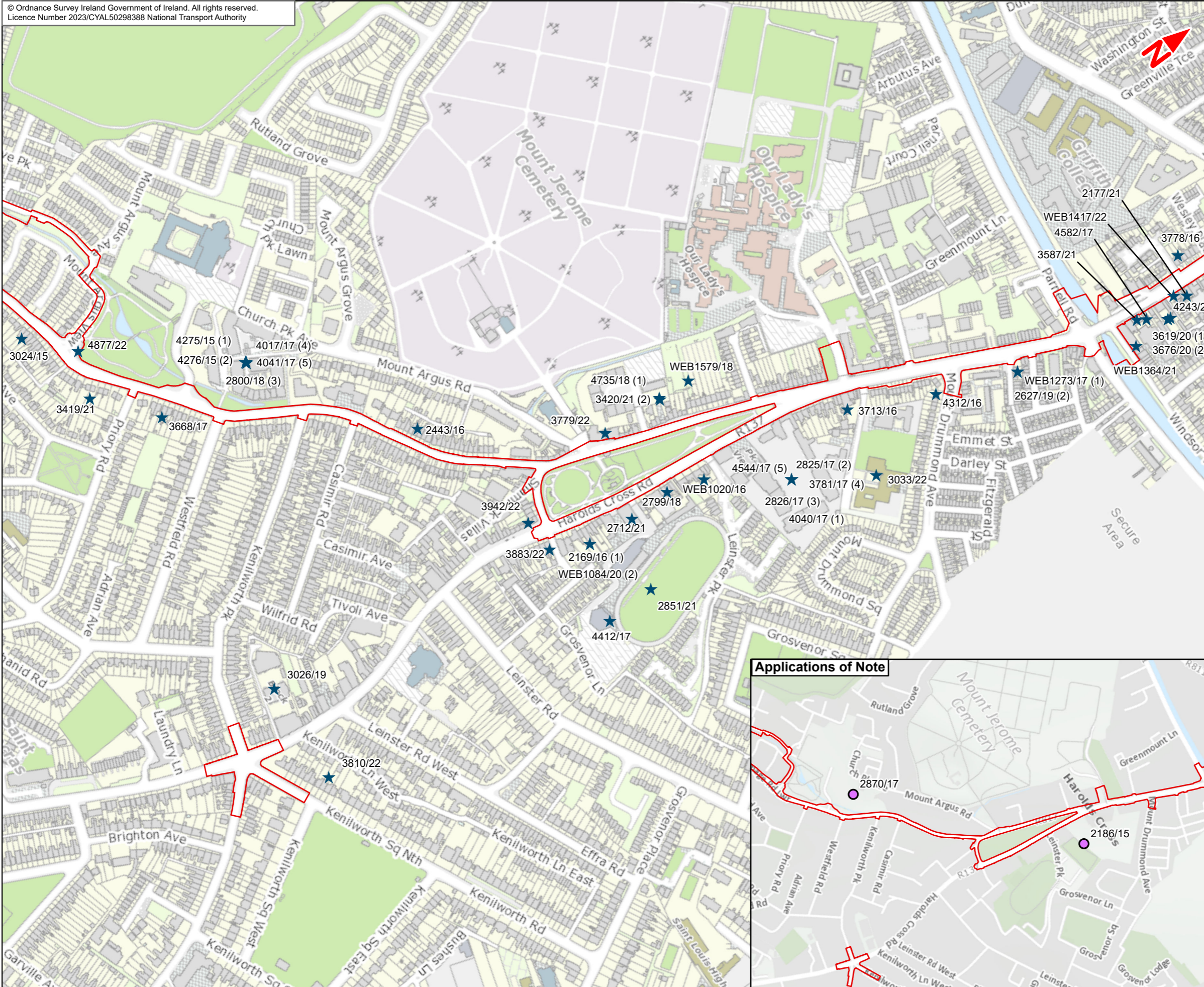
Rev	Date	Drn	Chk'd	App'd	Description
M01	Mar 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

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

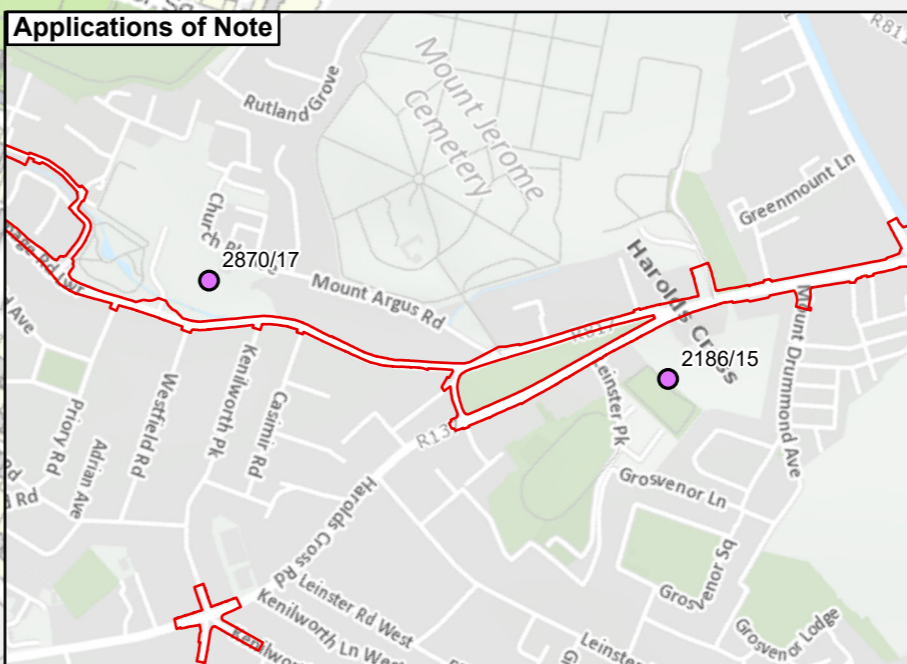
Consultant  
**JACOBS**  
**ARUP SYSTRA**

Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Kimmage to City Centre Core Bus Corridor Scheme 1C Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0011_XX_00-DR-GG-0101	Sheet Number 1 of 3	Status A	Rev M01	

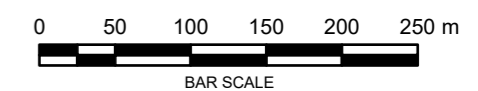
Date 22/03/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		



- Legend**
- Kimmage to City Centre Core Bus Corridor Scheme
  - ★ Relevant Planning Application
  - Applications of note



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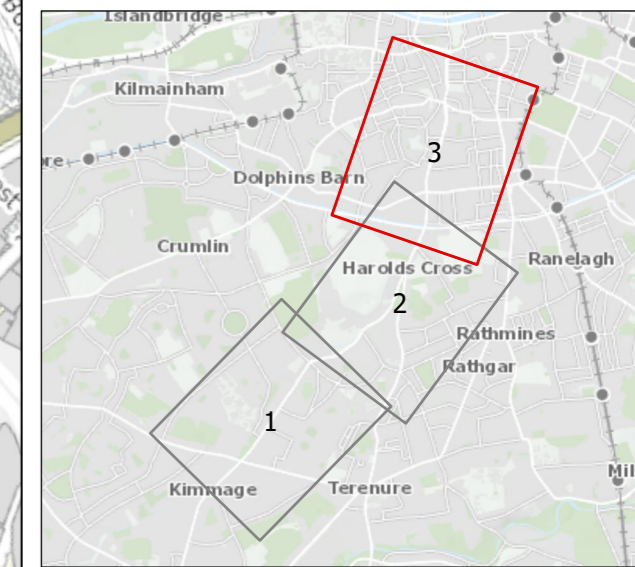
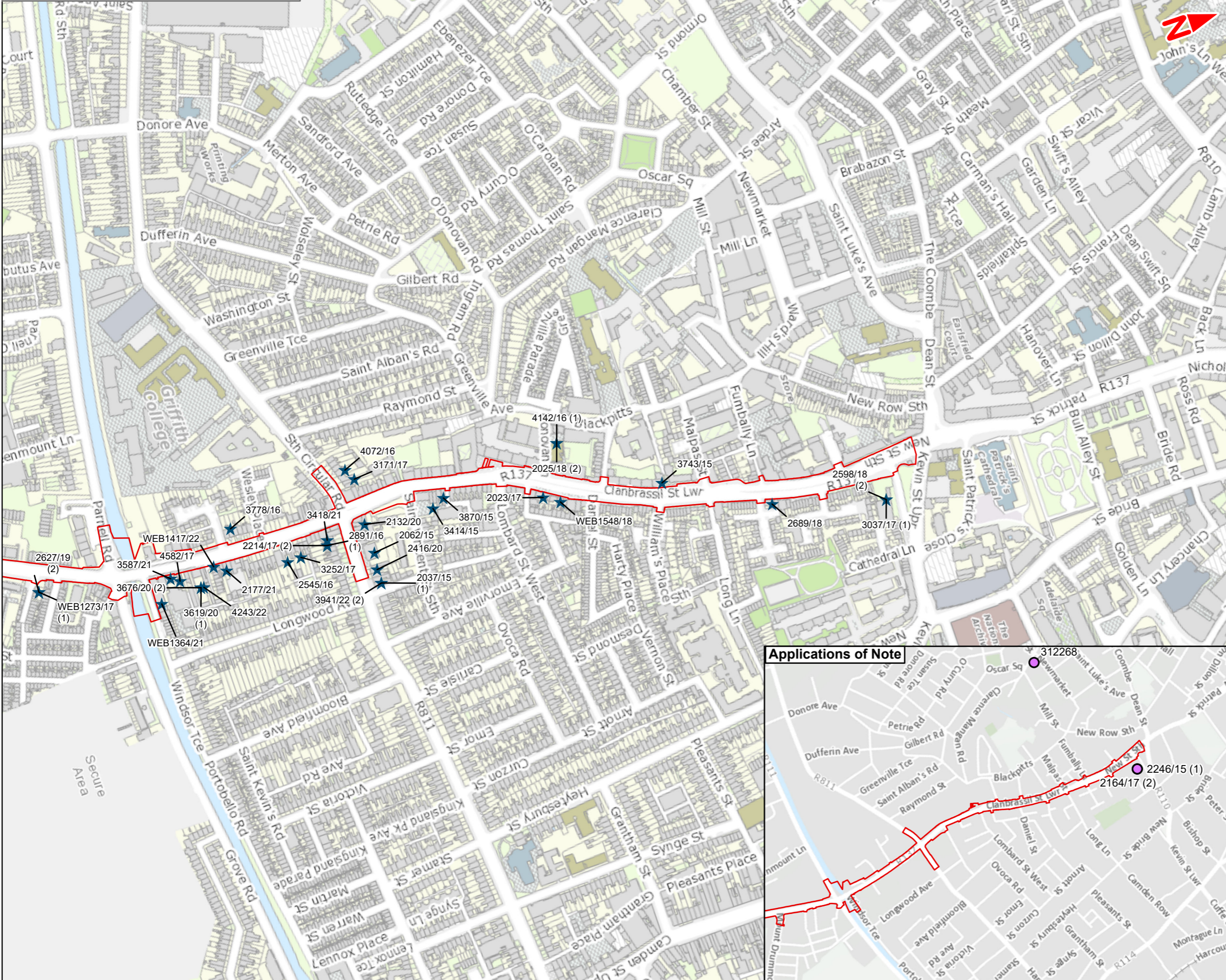
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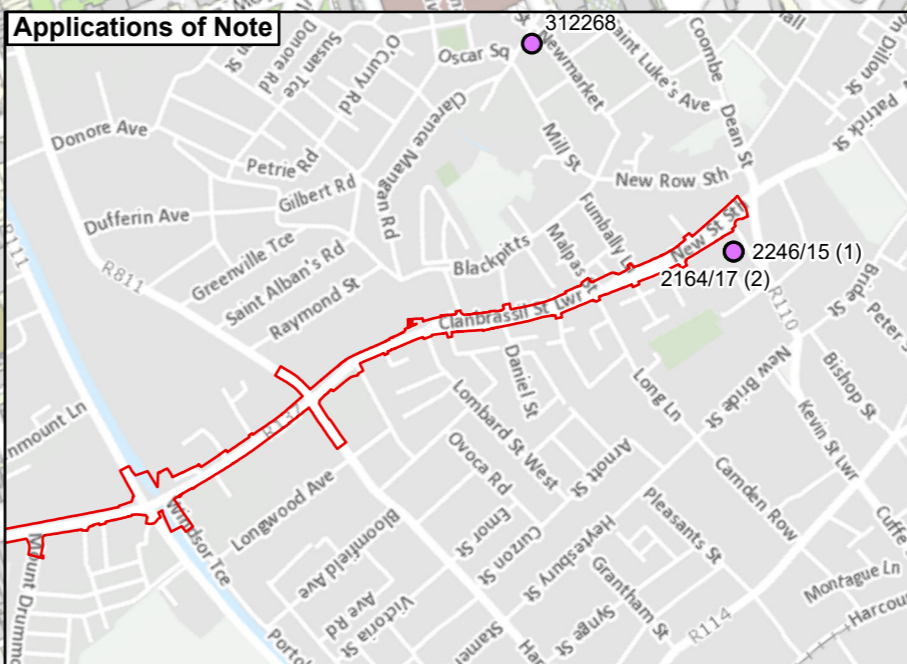
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Date 22/03/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

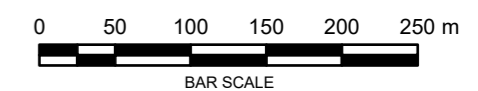
Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Kimmage to City Centre Core Bus Corridor Scheme 1D Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0011_XX_00-DR-GG-0102	Sheet Number 2 of 3	Status A	Rev M01	



- Legend**
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Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>				
Drawing Title Kimmage to City Centre Core Bus Corridor Scheme 1E Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0011_XX_00-DR-GG-0103	Sheet Number 3 of 3	Status A	Rev M01	