

Appendix 14 - Errata to Updated Metrolink Planning Report

Since lodgement of the Railway Order application in September 2022, key elements of public policy have been updated, including the statutory development plans of the two planning authorities through which the proposed Project passes as well as the underpinning Transport Strategy for the region. Further updates in the climate action commitments of the county have also been made together with other updates. The planning history along the route of the proposed Project has moved forward, with new planning applications made and updates in the status of previously lodged applications.

The updated policy affects the planning assessment of the overall scheme throughout its extent and in its overall consideration. As a result, an updated version of the Planning Report was prepared in February 2024 to provide an update to the policy framework in place. In addition, a number of corrections to the text were also made.

This errata directs where those changes occur within the Planning Report as an aid to the reader.

Changes to the text within the Updated Planning Report are outlined in this report as follows:

- Section of text to be added is identified as green and underlined.
- Section of text to be removed is identified as ~~red text and struck through~~.

Where a change results solely from a naming reference to the new adopted development plan rather than the previous plan in force at the date of lodgement of the Railway Order (e.g. where the Fingal Development Plan 2017-2023 is updated to the Fingal Development Plan 2023-2029) these are not individually scheduled in the tables below. However, where the Section by section provides a reference to a change in policy in those plans, the changes in policy are referenced individually. The closing Section 6 and 7 provide a project response to the totality of the changed policy framework and these sections are amended in their totality.

Table 1 – Amendments to Planning Report Sections 1 to 3

Section	Amended Text	Nature of Change
1.1	<u>This Planning Report identifies and considers the existing policy framework for the proposed Project in the context of relevant national, regional and local planning strategies, plans and policy documents.</u> <u>This version of the Planning Report has been prepared in February 2024 to provide an update to the policy framework in place since lodgement of the Railway Order application in September 2022. Key elements of public policy have been updated, including the statutory development plans of the two planning authorities through which the proposed Project passes as well as the underpinning Transport Strategy for the region. Further updates in the climate action commitments of the county have also been made together with other updates. The planning history along the route of the proposed Project has been updated, reflecting new planning applications and updates in the status of applications.</u>	Update for 2024 Planning Report
1.5.1.2	The 2021 Climate Action Plan also sets out indicative GHG emission reduction targets for 2030 for each sector of the economy. For the transport sector, emission reductions of between 42 and 50% were proposed. It is intended that the Climate Action Plan 2022 will go further and set out specific emission ceilings for each sector	Addition / Update for 2024 status
2.1	Removal of Diagram 2.1 Infographic Locations along the alignment	Correction – removal of duplicate figure
3.1	A number of potential inconsistencies with planning policy have been identified and there is a separate section in this report which deals with the outstanding Material Contraventions <u>addresses the underlying strategic importance of the proposed Project.</u>	Amendment
3.4.7	New Section on <u>Climate Action Plan 2023 and 2024</u> Remove Section on Climate Action Plan 2021	Update – New Policy
3.4.9	New Section <u>Sustainable Development Goals National Implementation Plan 2022-2042 including action plan</u>	Update - New Policy

	Remove Section on Sustainable Development Goals National Implementation Plan 2018-2040	
3.4.10	'To receive funding, transport projects must be implemented in conjunction with the implementation of supportive national and regional <u>spatial planning policies, along with other demand management measures where appropriate</u> '.	Correction
3.4.11	<u>The National Sustainable Mobility Policy is accompanied by an action plan. This contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car. The Action Plan features a series of 10 No. Goals with corresponding core actions. Core Action 25 under Goal 3: Expand availability of sustainable mobility in metropolitan areas is to 'commence delivery of MetroLink'. The Action Plan recognises the submission of the Railway Order application in 2022 and sets the date of 2025 for the MetroLink enabling works contracts to be commenced (subject to Government approval and planning consent).</u>	Update to include Action Plan
3.4.12	New Section on <u>Department of Transport Statement of Strategy 2023-2025</u>	Update – New Policy
3.4.13	New Section on <u>National Transport Authority Statement of Strategy 2023-2025</u>	Update – New Policy
3.5.1	New Section on <u>Greater Dublin Area Transport Strategy 2022-2042</u> Remove Sections on Greater Dublin Area Transport Strategy 2016-2035 Draft Greater Dublin Area Transport Strategy 2022-2042	Update – New Policy
3.5.3	New Section on <u>Greater Dublin Area Cycle Network Plan 2022</u> Remove Sections on Greater Dublin Area Cycle Network Plan 2013 Draft Greater Dublin Area Cycle Network Plan 2024	Update – New Policy
3.6.1.1	New Section on <u>Fingal Development Plan 2023-2029</u> Remove Section on Fingal Development Plan 2017-2023	Update – New Policy
3.6.1.2	Table 3.9 Column 2 Dardistown LAP – Expired 2022 Column 3 Dardistown LAP – <u>'While this LAP has recently expired, it is recorded here for completeness'.</u>	Update – Plan has expired
3.6.1.2	Table 3.9 Add row for <u>Lissenhall East LAP</u>	Update – New Policy
3.6.1.2	Table 3.9 Remove rows on Estuary Central Masterplan Seatown North Masterplan Seatown South Masterplan Northwood Masterplan Lissenhall LAP	Update – New Policy Objectives removed from Fingal Development Plan 2023-2029
3.6.1.2	Table 3.10 Add row for <u>Lissenhall East LAP</u>	Update – New Policy
3.6.1.2	remove Table 3.10 – Transport objectives from the adopted LAPs and Masterplans Remove row for Dardistown LAP	Update – Plan has expired
3.6.1.3	New Section on <u>Draft Fingal County Climate Action Plan 2024-2029</u>	Update – New Policy
3.6.1.4	5 th paragraph This development strategy forms the founding and strategic vision for the Sustainable Swords <u>Strategy 2022</u> . The proposed Project will be important consideration and its development will reduce the use of private cars,	Update – for status of Sustainable Swords Strategy 2022

	reduce greenhouse gas emissions and improve access and connectivity within Swords, particularly in respect of the R132 corridor.	
3.6.1.5	New Section on Sustainable Swords Strategy 2022 Remove Section on Draft Sustainable Swords Project 2021	Update – New Policy
3.6.1.6	Paragraph 1 and 2 as follows: This document, prepared by FCC (FCC, 2019), is a study of the transport network in South Fingal. South Fingal, as defined in the Study, comprises Swords, Fingal / Dublin Fringe (the area stretching from Baldoyle to Clonsillaugh including adjacent DCC areas such as Clongriffin and Belmayne) and the vicinity of Dublin Airport. The scope of the South Fingal Transport Study (SFTS) is to determine the key infrastructure measures required within the area to tackle existing constraints in transport capacity, identify appropriate levels of development to facilitate growth in population and employment, and encourage sustainable travel in the county and the wider region. The plan makes key transport infrastructure recommendations and levels of land use development outlined which will ensure its sustainable growth leading up to the delivery of the proposed Project and beyond. The SFTS has been used to inform the Public Realm and Transport Strategy for Sustainable Swords and will be used to inform the preparation of statutory LAPs and Masterplans in this report sets out the key recommendations of the study relevant to the proposed Project. Project Response The recommendations made from the SFTS have been used to form the basis of future Local Area Plans and Masterplans for the next development period 2023-2029 2023-2029 . The recommendations have also been used to form the basis for the Public Realm and Transport Strategy, contained within the Sustainable Swords Strategy 2022. The study directly identifies the delivery of the initial part of the Swords Western Distributor Road to access Metrolink at Estuary.	Update – for status of Sustainable Swords Strategy 2022
3.6.2.1 and 3.6.2.2	New Section on Dublin City Development Plan 2022-2028 and Project Response Remove Sections on Dublin City Development Plan 2016-2022 Draft Dublin City Development Plan 2016-2022	Update - New Policy
3.6.2.3	Local Area Plans with within the Dublin City Council Area relevant to the proposed Project Paragraphs 1-3 There are a number of additional plans supporting the DCDP that give additional guidance and policies for future development in particular areas within the county. The primary documents are LAPs and those plans that are relevant to the proposed Project are scheduled in Table 3.15. The detail of each plan, and its relationship to the proposed Project as it passes through the plan area is set out in the relevant sections of 4.6 of this Planning Report. It is noted that Dublin City Council proposes three new LAP's to be prepared during the development plan period. Two of these LAP's (Glasnevin and North East Inner City) will interact with the proposed Project. The DCDP does not specify any objectives for these plans outside of the primary	Update - New Policy

	<p><u>objective of preparing the LAP's in consultation with the relevant stakeholders.</u></p> <p><u>The Ballymun LAP 2017 was extended for a further period of five years, at the City Council meeting on the 3rd of October 2022. It will now expire in October 2027. The details of this LAP are set out below.</u></p>	
Table 3.15	<p>Column 3 Ballymun LAP 2017 <u>(as extended)</u> - M50 Lands: Outside the LAP Area George's Quay LAP 2017 – LAP Development Strategy <u>[Expired]</u></p> <p>Column 5</p> <p>Table 4.13: Ballymun LAP <u>(as extended)</u> identifies the policies and objectives relevant to the proposed Project.</p> <p>Table 4.19 identifies the policies and objectives relevant to the proposed Project.</p> <p><u>[While this LAP has expired, it has been included here for completeness]</u></p>	Update – Policy Status Update
3.6.2.6	New Section <u>Draft Dublin City Climate Action Plan 2024-2029</u>	Update – New Policy
3.6.2.7	New Section <u>Draft Dublin City Centre Transport Plan 2023</u>	Update – New Policy

Table 2 – Amendments to Planning Report Sections 4 to 7

Section	Amendment	Nature of Change
4.1	<p>The planning history search examined all live planning applications and extant planning permissions at each of the construction sites along the route. The pattern of planning applications was not searched along the sections where the works are solely carried out by way of the TBM, where above ground construction is not affected by below ground tunnelling. The search was carried out in <u>November 2023</u>. The planning applications are distinguished between the permanent alignment and the temporary construction areas of the proposed Project.</p>	New text to introduce Updated report
4.2.1.1	<p>Paragraph 3</p> <p>A linear park connection <u>Extensive landscaping</u> is set <u>out along the R132 and MetroLink alignment from the station and P&R</u> to the south that interfaces with the Broadmeadow and Ward Rivers corridor. This linear park <u>landscaping</u> will consist of a pond and wetland park and connections southwards, integrating Estuary Station and P&R facility with the open space of the river corridor and beyond.</p>	Correction
4.2.1.4	<p>Remove existing text</p> <p><u>The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.</u></p>	Update – New Policy
4.2.1.6	<p>The proposed P&R Facility car park does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.' The provision of a P&R Facility is directly supported in the FDP through <u>CMP21</u> which states <u>that it is an objective to 'Support the provision of Park and Ride facilities', in conjunction with supporting ancillary infrastructure to accommodate the transition to</u></p>	

	<u>sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy'</u>																			
4.2.2.1	The proposed stations at Estuary, Seatown, Swords Central and Fosterstown are connected by a surface linear park <u>extensive landscaping</u> (being provided as part of the proposed Project), whereby it will be possible to walk or cycle along its route between these stations.	Correction																		
4.2.2.4	Remove existing text: <u>The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.</u>	Update – New Policy																		
4.2.2.5	<p>There are no extant planning permissions on the alignment.</p> <p><u>There are two extant planning permissions whose boundary crosses into the area of the proposed Project as set out in Table 4.1 Under F22A/0365 the proposed works comprise entirely of underground cables, that will intersect the proposed Project adjacent to Estuary Roundabout. It is likely that the construction of the development will be complete prior to the construction of the Proposed Project. The Strategic Housing Development is located primarily outside the Proposed Project's permanent works area. The road improvement works are proposed to the R125 Seatown West Roundabout which intersects with the Proposed Project.</u></p> <p><u>Permanent Works Area Planning Permissions</u></p> <table><tr><th><u>Planning Reference</u></th><th><u>Description</u></th><th><u>Registration Date</u></th><th><u>Decision Date</u></th><th><u>Appeal</u></th><th><u>Decision</u></th></tr><tr><td><u>F22A/0365</u></td><td><u>The development comprises of grid connection infrastructure to connect to an approved solar photovoltaic development. Under Register Reference F17A/0340, PL06F.249174</u></td><td><u>29-11-2022</u></td><td><u>16-12-2022</u></td><td><u>No</u></td><td><u>GRANT PERMISSION</u></td></tr><tr><td><u>ABP Ref 313337</u></td><td><u>Strategic Housing Development for a 7 year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works.</u></td><td><u>14/04/2022</u></td><td></td><td></td><td><u>Pending</u></td></tr></table>	<u>Planning Reference</u>	<u>Description</u>	<u>Registration Date</u>	<u>Decision Date</u>	<u>Appeal</u>	<u>Decision</u>	<u>F22A/0365</u>	<u>The development comprises of grid connection infrastructure to connect to an approved solar photovoltaic development. Under Register Reference F17A/0340, PL06F.249174</u>	<u>29-11-2022</u>	<u>16-12-2022</u>	<u>No</u>	<u>GRANT PERMISSION</u>	<u>ABP Ref 313337</u>	<u>Strategic Housing Development for a 7 year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works.</u>	<u>14/04/2022</u>			<u>Pending</u>	Correction and Updated planning permissions
<u>Planning Reference</u>	<u>Description</u>	<u>Registration Date</u>	<u>Decision Date</u>	<u>Appeal</u>	<u>Decision</u>															
<u>F22A/0365</u>	<u>The development comprises of grid connection infrastructure to connect to an approved solar photovoltaic development. Under Register Reference F17A/0340, PL06F.249174</u>	<u>29-11-2022</u>	<u>16-12-2022</u>	<u>No</u>	<u>GRANT PERMISSION</u>															
<u>ABP Ref 313337</u>	<u>Strategic Housing Development for a 7 year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works.</u>	<u>14/04/2022</u>			<u>Pending</u>															
4.2.2.6	<p>The FDP zoning maps specifically identify an 'Indicative Metro Route and an Indicative Route for 'Metrolink' through the lands along an alignment similar to that for the proposed Project. Therefore, the principle of an alignment through the lands directly meets the policies and objectives of the plan.</p> <p>Objective <u>EE03</u> in the FDP states:</p> <p><i>'Require that proposals for economic development are served by quality supporting infrastructure with sufficient capacity. A sequential approach may be used for assessing economic developments to ensure their appropriate and sustainable delivery.'</i></p>	Updated – New Policy																		

	<p>In addition, Chapter 6 of the FDP has a section regarding supporting infrastructure which is relevant to the proposed Project as it states: 'This is particularly relevant for the provision of public transport, water and waste water services, broadband, international connectivity and energy supply. Fingal will engage with service providers to ensure that the required infrastructure is provided in appropriate locations identified for enterprise and employment growth.'</p> <p>The proposed road objective through Estuary Central masterplan area to the R132 and included as a main element of the proposed Estuary Central Masterplan to "Provide for a multi-modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process" cannot be delivered as a result of the vertical alignment of the proposed Project, and therefore comprises a Material Contravention of the FDP. However, it is noted that the road objective and the requirement in the masterplan have not been proposed in the Draft FDP.</p> <p>The ME corridor land is subject to the objectives of a future Masterplan for Estuary Masterplan as set out in Table 4.1. As the masterplanning process for Estuary Central is likely to be delivered during the next development plan period as indicated by the Draft FDP 2023-2029. The current requirement to 'Provide for a multi-modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process' is not proposed in the Draft FDP. Central. The alignment largely facilitates the requirements of the</p> <p>South of Estuary Court, the alignment is located in ME Corridor zoned lands, that are subject to the preparation of a Masterplan (Seatown North). This Masterplan has yet to be prepared. The alignment largely facilitates the requirements of the Masterplan. It is noted that this masterplan is not identified in the Draft FDP.</p>	
4.2.3.1	The proposed stations at Estuary, Seatown, Swords Central and Fosterstown are connected by A surface linear park <u>extensive landscaping</u> (being provided as part of the proposed Project), whereby it will be possible to walk or cycle along its 5km (approx.) route between these stations.	Correction
4.2.3.4	<p>Remove existing text</p> <p><u>The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.</u></p>	Updated – New Policy
4.2.3.6	As Table 4.1 in this report shows, the station proposal facilitates the requirements of the future Seatown South Masterplan, as set out in the FDP. In particular, the station's proximity to the R132 will provide a strong urban edge which addresses, overlooks and provides a high degree of informal supervision of the junction of the R132, while facilitating development on the adjoining lands that can comply with the Masterplan objectives	Updated – New Policy
4.2.4.4	The route runs through lands subject to the preparation of Seatown South Barrysparks and Crowcastle Masterplan lands and Barrysparks and Crowcastle Masterplan lands. It is noted that the Seatown South Masterplan is not identified in the Draft FDP. Specific objectives within the Barrysparks and Crowcastle Masterplan are considered in Table 3.10 of this report in conjunction with the station	Updated – New Policy
4.2.4.5	There is one <u>are two</u> extant planning permission <u>permissions</u> whose boundary crosses into the area of the proposed Project as set out in Table 4.2. However, the works themselves <u>as part of F18A/0070</u> are located within the existing Siemens building and are not affected by the proposed Project. <u>The works to be retained are not affected by the Proposed Project.</u>	Updated – Planning Permission Status

	<p>Table 4.1: Permanent Works Area Planning Permissions</p> <table><tr><th>Planning Reference</th><th>Description</th><th>Registration Date</th><th>Decision Date</th><th>Appeal</th><th>Decision</th></tr><tr><td>F18A/0070</td><td>The construction of first floor mezzanine within the existing Siemens manufacturing building and associated works.</td><td>16-02-2018</td><td>11-04-2018</td><td>No</td><td>GRANT PERMISSION</td></tr><tr><td>F23A/0200</td><td>Retention permission for the existing access road and pedestrian path adjoining the factory.</td><td>15-08-2023</td><td>11-09-2023</td><td>No</td><td>GRANT PERMISSION</td></tr></table>	Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision	F18A/0070	The construction of first floor mezzanine within the existing Siemens manufacturing building and associated works.	16-02-2018	11-04-2018	No	GRANT PERMISSION	F23A/0200	Retention permission for the existing access road and pedestrian path adjoining the factory.	15-08-2023	11-09-2023	No	GRANT PERMISSION	
Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision															
F18A/0070	The construction of first floor mezzanine within the existing Siemens manufacturing building and associated works.	16-02-2018	11-04-2018	No	GRANT PERMISSION															
F23A/0200	Retention permission for the existing access road and pedestrian path adjoining the factory.	15-08-2023	11-09-2023	No	GRANT PERMISSION															
4.2.5.3	<p>The lands are affected by a number of distinct map-based objectives in the FDP 2023-2029</p> <ul style="list-style-type: none">On or near a specific objective to 'protect and preserve trees, woodlands and hedgerows', along the R132	Updated-Additional Objectives																		
4.2.6.5	<p>There are no extant planning permissions on the site.</p> <p>There are two extant planning permissions whose boundary crosses into the area of the proposed Project as set out in Table 4.5. However, the works themselves are located within the existing Travelodge Building, the extension is not affected by the Proposed Project. The Swords BusConnects scheme will intersect with the Proposed Project at a number of locations.</p> <p>Table 4.5: Permanent Works Area Planning Permissions</p> <table><tr><th>Planning Reference</th><th>Description</th><th>Registration Date</th><th>Decision Date</th><th>Appeal</th><th>Decision</th></tr><tr><td>F23A/0083</td><td>The development comprises of the demolition and reinstatement of hotel floorspace, a 4 storey extension comprising of 55 bedrooms.</td><td>01-08-2023</td><td>28-08-2023</td><td>No</td><td>Grant Permission</td></tr><tr><td>ABP Ref 317121</td><td>BusConnects Swords to City Centre Bus Corridor Scheme</td><td>12-05-2023</td><td></td><td></td><td>Pending</td></tr></table>	Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision	F23A/0083	The development comprises of the demolition and reinstatement of hotel floorspace, a 4 storey extension comprising of 55 bedrooms.	01-08-2023	28-08-2023	No	Grant Permission	ABP Ref 317121	BusConnects Swords to City Centre Bus Corridor Scheme	12-05-2023			Pending	Updated – Planning Permission Status and Correction for BusConnects
Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision															
F23A/0083	The development comprises of the demolition and reinstatement of hotel floorspace, a 4 storey extension comprising of 55 bedrooms.	01-08-2023	28-08-2023	No	Grant Permission															
ABP Ref 317121	BusConnects Swords to City Centre Bus Corridor Scheme	12-05-2023			Pending															
4.2.7.1	<p>Fosterstown station will include a traction substation. Fosterstown Station has an associated streetscape and plaza with further integration into a network of paths and a linear park extensive landscaping which links to the North towards Swords Central. In addition, there will be temporary construction compounds and associated utility diversions related work.</p>	Correction																		
4.2.7.2	<p>The lands for Fosterstown Station are predominantly zoned 'HT'- High Technology'-with part of the station zoned 'RW' - Retail Warehousing in the FDP 2023-2029.</p>	Update																		

	The lands for Fosterstown Station are predominantly zoned 'HT' - High Technology' and with part of the station zoned 'RW' - Retail Warehousing in the current FDP 2017-2023 and draft FDP 2023-2029.	
4.2.7.3	<ul style="list-style-type: none"> Located northeast (behind Airside Retail Park) of the site boundary is a recorded monument (SMR No. DU011-153). It is classified as a pit; <u>Located at the station is a recorded monument (DU011-154). It is classified as a metal surface.</u> The site is located within Airport Noise Zone C; and To the west of the site along the R132 and to the north along Drynam Road there is an indicative cycle/pedestrian route. 	Updated Policy
4.2.7.6	<p>Fosterstown Station lies within lands <u>predominantly</u> zoned as HT <u>with part of the station zoned RW</u> in the FDP. Under <u>the HT</u> zoning, 'public transport station' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that <u>such a use</u> will be assessed in terms of its contribution towards the achievement of the Zoning Objective and Vision and compliance with the policies and objectives of the Development Plan.</p> <p><u>Under the RW zoning objective, 'public transport station' is a 'Not Permitted' use.</u></p> <p>The Vision for the underlying Retail Warehousing zoning objective is to '<i>Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality</i>'. The proposed station and alignment in this location has been selected to minimize the encroachment into Airside Retail Park and hence minimise the impact on the lands. The proposed Project will deliver high-quality public transport infrastructure that will increase accessibility to Airside Retail Park and further strengthen its connections in the county. This will maintain the vitality and viability of Airside Retail Park in line with objective <u>EEO102</u> of the FDP: '<i>Maintain and strengthen the vitality, viability and regeneration of the County's Major Town, Town, Local and Village Centres by providing for civic, leisure, cultural and tourism attractions while ensuring that retailing remains a core function of these centres</i>' and as such support the zoning objective in making the location more accessible, provide a more sustainable offer and contribute to improving the aesthetic quality of the setting.</p> <p><u>Therefore, Fosterstown station does not comply with the RW zoning objective in the FDP. However, the location of a station here is justified by virtue of the need of the area for a station serving the area and the overarching strategic need for the project in this location, following a rigorous site selection process.</u></p> <p>Fosterstown Masterplan was adopted in 2019. The development of the Fosterstown lands immediately to the west of the R132 is predicated on the connectivity to a Metro stop. Metro is a key development objective of the immediate area and the Fosterstown masterplan shows the wider transport objectives for this quadrant of Swords. The Fosterstown Masterplan identifies the Metro alignment running through the HT and RW lands identifying the location of the station as being on the east side of the R132 at approximately the selected location. Therefore, the principle of the location has been accepted in adopted policy. Furthermore, the proposed alignment and station are identified at the proposed location in the draft FDP.</p>	<p>Updated – New Policy</p> <p>Correction for Public Transport Station use.</p>
4.2.9.4	There <u>are two</u> extant planning <u>permissions</u> whose boundary crosses into the area of the proposed Project as set out in Table 4.8. <u>F17A/0756</u> relates to the construction of a hotel at the existing Premier Inn at Airside. The proposed Project will affect the car park area of the new hotel during the construction period. The lands will be reinstated on completion of the proposed	Correction for F22A/0422 Update for SID/02/2

	<p>Project if the hotel planning permission is carried out. F22A/0422 relates to the demolition and constriction of a warehouse. The site access intersects with the Proposed Project.</p> <p>The ESB project is in respect of the underground cable connections from Metrolink to substations in the region. The works intersect with the proposed Project at public roads.</p> <p>Table 4.8: Permanent Works Area Planning Permissions</p> <table><tr><th>Planning Reference</th><th>Description</th><th>Registration Date</th><th>Decision Date</th><th>Appeal</th><th>Decision</th></tr><tr><td>F17A/0756</td><td>Construction of a four-storey hotel extension and associated works</td><td>29-03-2018</td><td>25-04-2018</td><td>No</td><td>GRANT PERMISSION</td></tr><tr><td>F22A/0422 ABP Ref. 316184</td><td>The development will consist of the demolition of existing storage warehouse and construction of a replacement storage warehouse at the same site location</td><td>09-02-2023</td><td>08-03-2023</td><td>Yes</td><td>Pending</td></tr><tr><td>SID/02/2</td><td>the Electricity Supply Board (ESB). gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development of up to approximately 24 kilometres (km) of underground cable (UGC) at various locations in North Dublin between Forrest Little, Belcamp, Clonshaugh and Harristown, County Dublin. The primary purpose of the proposed UGCs is to provide electrical power to the proposed MetroLink project</td><td>17-08-2023</td><td>n/a</td><td>n/a</td><td>Pending</td></tr></table>	Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision	F17A/0756	Construction of a four-storey hotel extension and associated works	29-03-2018	25-04-2018	No	GRANT PERMISSION	F22A/0422 ABP Ref. 316184	The development will consist of the demolition of existing storage warehouse and construction of a replacement storage warehouse at the same site location	09-02-2023	08-03-2023	Yes	Pending	SID/02/2	the Electricity Supply Board (ESB). gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development of up to approximately 24 kilometres (km) of underground cable (UGC) at various locations in North Dublin between Forrest Little, Belcamp, Clonshaugh and Harristown, County Dublin. The primary purpose of the proposed UGCs is to provide electrical power to the proposed MetroLink project	17-08-2023	n/a	n/a	Pending	
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F17A/0756	Construction of a four-storey hotel extension and associated works	29-03-2018	25-04-2018	No	GRANT PERMISSION																					
F22A/0422 ABP Ref. 316184	The development will consist of the demolition of existing storage warehouse and construction of a replacement storage warehouse at the same site location	09-02-2023	08-03-2023	Yes	Pending																					
SID/02/2	the Electricity Supply Board (ESB). gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development of up to approximately 24 kilometres (km) of underground cable (UGC) at various locations in North Dublin between Forrest Little, Belcamp, Clonshaugh and Harristown, County Dublin. The primary purpose of the proposed UGCs is to provide electrical power to the proposed MetroLink project	17-08-2023	n/a	n/a	Pending																					
4.2.9.5	<p>Due to the vertical alignment, the operational Project will not affect the quality of views along the R132.</p>	Updated Policy																								

4.3.1.5

Updated – Planning Permission Status

Table 4.10: Dublin Airport Station Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F21A/0518 ABP-313157-22	Alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts	04-02-2022	03-03-2022	Yes	FCC - Grant Permission ABP – Grant Permission
F20A/0668 ABP Ref 314485 And 314084	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport.	21-09-2021	08-08-2022	Yes	FCC - Grant Permission ABP – To be Determined

The planning application under FCC Ref. F21A/0518 (An Bord Pleanála Ref. ABP-313157-22) relates to works to control vehicular access to Terminal 1 and Terminal 2, and associated works including the reconfiguration of the 2no. existing exit lanes from both the Terminal 1 and Terminal 2 forecourts. The application was granted planning permission on 3 March 2022 and [the decision](#) to [grant was upheld](#) by An Bord Pleanála on [16 March 2023](#).

4.4.1.4

[The alignment is not subject to any current local area plans or masterplans.](#)
~~The alignment passes through the area of the Dardistown LAP 2013. The relationship of the project to the Dardistown LAP area is described in detail below in considering the Depot and Station at Dardistown.~~

Update – New Policy

4.4.1.6

Updated to reflect Greater Dublin Area Transport Strategy 2022-2042

[Metro West is no longer a project in the Draft Transport Strategy for the Greater Dublin Area Greater Dublin Area Transport Strategy 2022-2042. The plan measure in respect of Orbital rail is set out in Measure ~~LRT7~~ LRT8 – Orbital Luas During the latter half of the period of the Transport Strategy, and subject to assessment, it is intended to identify and protect an alignment or alignments for orbital light rail to meet increased demand in Metropolitan Dublin. The proposed Project facilitates connection with a future orbital Luas project adjacent to the Dardistown Station.](#)

4.4.2.4

~~Delete existing text~~
[The site is not subject to any current local area plans or masterplans. The previous Local Area Plan for the area expired in 2013](#)
[The 2023-2029 does not set a requirement for a Local Area Plan for Dardistown.](#)

Update – New Policy

4.4.2.5

There is one extant planning permission within the construction area, as shown in Table 4.11. This is a temporary change of use planning permission at the existing plant. It will not be

Correction

affected by the construction activities at this location. [The alignment of the Greater Dublin Drainage has been taken into account in the design of the proposed Project.](#)

Table 4.11: Dardistown Depot Construction Area Planning Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F19A/0095	Temporary permission (5 years) for the temporary change of use of part of the APB meat processing plant from meat processing to a waste transfer and processing facility (non-hazardous wastes) providing for: (a) the collection, processing, storage and bulking up of used and fresh cooking oil; (b) a waste transfer facility for food waste; and (c) the washing of used cooking oil containers.	24-06-2019	27-08-2019	No	Grant Permission
PA06F.312131	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility. (Reactivated Case Old No. 301908-18)	07-12-2021	n/a	n/a	Pending

4.4.2.6

The proposed Depot is consistent with the Vehicle Servicing / Maintenance Garage, permitted in GE zoned lands, is ~~consistent with the uses shown in the Dardistown LAP~~ and has a precedent of being the location for the previous Metro North project.

Update-New Policy

4.4.3.3

The alignment is affected by a number of distinct map-based objectives in the FDP 2023-2029.

- The alignment partly lies within the Dublin Airport Noise Zone C;
- The alignment passes close to Map-Based Local Objective 74 of the FDP, which states 'Facilitate provision of improved car, bus, cycle, and pedestrian linkages between lands to the east and to the west of R108 to enhance connectivity';
- [Protected Structure 963 – Santry Lodge;](#)

~~The alignment passes close to Map-Based Local Objective 9274 of the FDP, which states "Support provision of retail for local needs only". This objective is not included in the draft FDP; The alignment passes close to Map-Based Local Objective 93 of the current FDP, which concerns access within the Masterplan lands. "facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of R108 to~~

Update - Policy

	<p>enhance connectivity". This is amended in the Draft FDP as Map-Based Local Objective 58, which states "Facilitate provision of improved car, bus, cycle, and pedestrian linkages between lands to the east and to the west of R108 to enhance connectivity";</p> <p>Objective MT15 of the current FDP requires the following 'Investigate and avail of the opportunities provided by new Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.' This objective is not included in the draft FDP.</p>													
4.4.3.4	<p>The alignment of the proposed Project passes through lands located within an area subject to the requirement to prepare a new masterplan (Northwood). <u>Framework Plan. (Northwood). The main elements of this Framework Plan are not specified in the FDP.</u></p> <p>Whilst the masterplan has not yet been prepared during the current FDP, the FDP sets out its 'main elements'. The main elements that are relevant to the proposed Project have been set out in Table 3.9 above and focus on the connections from the Metro to the surrounding lands. It is noted that while the requirement to prepare a masterplan remains in the draft FDP, the main elements of the Masterplan are not specified.</p>	Update - Policy												
4.4.3.5	<p><u>There is one extant planning permission whose boundary crosses into the area of the proposed Project as set out in Table 4.12. The Ballymun/Finglas BusConnects scheme will intersect with the Proposed Project at a number of locations. The proposed Project has been designed to coordinate with the proposed BusConnects project.</u></p> <p>Table 4.12: Dublin Airport Station Planning Permissions</p> <table><tr><th><u>Planning Reference</u></th><th><u>Description</u></th><th><u>Registration Date</u></th><th><u>Decision Date</u></th><th><u>Appeal</u></th><th><u>Decision</u></th></tr><tr><td><u>ABP Ref 314610</u></td><td><u>BusConnects Ballymun / Finglas to City Centre Core Bus Corridor Scheme</u></td><td><u>09-09-2022</u></td><td></td><td></td><td><u>Pending</u></td></tr></table>	<u>Planning Reference</u>	<u>Description</u>	<u>Registration Date</u>	<u>Decision Date</u>	<u>Appeal</u>	<u>Decision</u>	<u>ABP Ref 314610</u>	<u>BusConnects Ballymun / Finglas to City Centre Core Bus Corridor Scheme</u>	<u>09-09-2022</u>			<u>Pending</u>	Updated – Planning Permission Status
<u>Planning Reference</u>	<u>Description</u>	<u>Registration Date</u>	<u>Decision Date</u>	<u>Appeal</u>	<u>Decision</u>									
<u>ABP Ref 314610</u>	<u>BusConnects Ballymun / Finglas to City Centre Core Bus Corridor Scheme</u>	<u>09-09-2022</u>			<u>Pending</u>									
4.4.3.6	<p>The alignment of the proposed Project runs through the HT zoned lands as retained cut and in cut and cover where necessary to allow access to the <u>wider landbank to facilitate its future development</u>. The vision of the HT zoning objective will be fulfilled by the proposed Project as in the long term, it will facilitate high technology, uses on the landbank. The FDP zoning maps specifically identify an 'Indicative Route for <u>Metrolink</u>' through the lands along an alignment similar to that for the proposed Project. The alignment of the proposed Project runs through the MRE zoned lands as retained cut and then in cut and cover as it approaches Northwood Station. The vision of the MRE zoned lands is to provide an area for the development of surrounding compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro. The proposed Project does not hinder this vision and the proposed Project would facilitate and support new businesses and investment, create job opportunities, provide greater housing choices, improve public and civic spaces, facilitate priority for active transport and develop vibrant, well-designed and safe neighbourhoods.</p> <p>As per Table 3.9 of this Planning Report, the proposed Project alignment and station facilitates the delivery of <u>development within the proposed Framework Plan area, subject to its own design vision and principles which have yet to be determined.</u></p> <p><u>All potential significant impacts on Santry Lodge have been identified, described and assessed in Chapter 26 of the EIAR with proposed mitigation measures described in Section 26.7.1, Table 26.66. It is also important to note that the proposed design has been developed to avoid any direct impacts on Santry Lodge itself and while it is acknowledged that the alignment traverses the curtilage of this structure, it is unavoidable in the context of crossing the M50 Motorway at this location.</u></p> <p>As per Table 3.9 of this Planning Report, the proposed Project alignment and station facilitates the delivery of the objectives in the future Masterplan. It allows for a significant increase in accessibility not just only east-west, but also maximise opportunities for new walking and cycling routes that extend local connectivity for all users including linking to existing or emerging community facilities, open spaces and urban areas.</p>	Update - Policy												

	<p>The examination of the feasibility of potential links across the M50 to provide new cycle and pedestrian links has been carried out in the development of the project design in line with Objective MT15 of the current FDP. This has identified that for safety and security reasons provision of a pedestrian and cycle crossing together with the Metrolink crossing is not appropriate. However, a future crossing is feasible within a separate project. This ability to deliver this has not been compromised by the proposed Project.</p> <p>Map-Based Local Objective 92 is not affected by the proposed Project.</p> <p>The following planning objectives in the current FDP are compromised by the at surface alignment of the proposed Project at this location and therefore comprises a Material Contravention of the FDP.</p> <p>□ ——— Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity; and</p> <p>□ ——— Objective 93 — Facilitate provision of an underpass to include provision for a car, bus, cycle and pedestrian link to lands east and west of R108 to enhance connectivity</p> <p>It is noted that both of these objectives have not been carried forward to the Draft FDP.</p> <p>Map-Based Local Objective 58 of the Draft <u>Map-Based Local Objective 74 of the</u> FDP is facilitated at Northwood Station, as described below.</p>	
4.4.4.3	The alignment passes close to Map-Based Local Objective <u>74</u> which concerns access within the Masterplan lands.	Update - Policy
4.4.4.4	The station is within close proximity to Northwood <u>Framework Plan</u> .	Update - Policy
4.4.4.6	The station location facilitates the requirements of the nearby Northwood Masterplan of providing connectivity to the proposed Northwood Metro Stop.	Update - Policy
4.5.1.4	The alignment passes under lands subject to the Ballymun Local Area Plan 2017. (<u>as extended</u>).	Update-Extension of LAP
4.5.2.3	The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. Whilst the description of zoning objective changed from 'Z4 District Centres' to 'Z4 – Key Urban Villages / Urban Villages', the principles of the zoning objective have not changed. The identification of areas that can serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions and residential uses that are well served by public transport.	Update-Policy
4.5.2.4	The station is within lands subject to the Ballymun Local Area Plan 2017. (<u>as extended</u>).	Update-Extension of LAP
4.5.2.6	Furthermore, the principle of a station is permissible under the Draft DCDP.	Update-Policy
4.5.4.6	<p>The station box is under lands zoned Z15 and under the public road which is not zoned. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods. The proposed station is located on the boundary of the site and does not directly affect the ability of the institution to continue to operate on site, and as such the proposed Project is consistent with the Z15 zoning. While the naming of the zoning has changed, the intention to maintain existing community and social infrastructure on the site remains As shown in Section 3.7.2 above, the proposed station is Permissible on these lands.</p> <p>A small portion of the station box at the southern end, is located under Z9 zoned land. At operational stage, the works will not impact upon its objective to preserve, provide and improve recreational amenity and open space and green networks.</p>	Update-Policy
4.5.5.6.2	As shown in Section 3.6.2.1 above, the intervention shaft, as a Public Service Installation, is Permissible on these lands <u>under the DCDP</u> .	Update - Policy

	<p><u>It is, however, also noted that the plan states:</u></p> <p><u>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised.(DCDP, page 539)</u></p> <p>Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project. It identifies that the proposed Project creates a slightly changed shape to the interior of the Park. However, it will be able to function as it currently does. There is no loss to the number and type of sports pitches provided. The replacement tree planting at the intervention shaft site will mature and the gap created in the boundary tree line will, over time, be filled. the predicted effects on the landscape during the Operational Phase will be moderate and negative. Initially the increased intervisibility between the interior of the park and the residents across the Ballymun Road, will not be much diminished by the proposed replacement planting. Ultimately as the replacement tree planting matures, the visual environment and visual amenity offered by the park will return to its current characteristics. The Magnitude of Visual change during the Operational Phase is medium.</p> <p><u>The overall policy framework would support continuing recreational and amenity use and permit the construction of the intervention shaft in principle.</u></p> <p>As a result, it is considered that it cannot be concluded that the works “would not be detrimental to the amenity of Z0 zoned lands” and therefore, the works are not considered fully consistent with the zoning objective under the DCDP and therefore comprises a Material Contravention of the DCDP.</p>	
4.5.6.2	<p>The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. The description of zoning objective Z15 has changed from ‘To protect and provide for institutional and community uses’ to ‘To protect and provide for community uses and social infrastructure’ however the principles of the zoning objective have not changed. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods.</p>	Update-Policy
4.5.6.6	<p>The station box is under lands zoned Z15. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods. The proposed station is located on the periphery of the site and does not affect the ability of the institution to continue to operate on site, and as such the proposed Project is consistent with the Z15 zoning. While the naming of the zoning has changed, the intention to maintain existing community and social infrastructure on the site remains.</p>	Update-Policy
4.5.8.3	<p>Objective MT07<u>SMT017</u> of the DCDP states the following ‘It is an objective of Dublin City Council to promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure. Such a provision may be a stand-alone facility or form part of a larger mixed use development.’ (i) <i>To promote and seek the development of a new interchange station at Cross Guns <u>Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link project.</u></i></p>	Update - Policy
4.5.8.5	<p>There is one <u>development site with two</u> planning <u>applications</u> affected by the construction works associated with the proposed Project as set out in Table 4.17 below.</p>	Update – Planning Permission Status

	Table 4.17: Griffith Station Construction Works Planning Permissions																		
	<table><tr><th>Planning Reference</th><th>Description</th><th>Registration Date</th><th>Decision Date</th><th>Appeal</th><th>Decision</th></tr><tr><td>LRD6025/23-S3 ABP Ref LH29N.317840</td><td>Large-Scale Residential Development application for 196 no. apartments within 3 no. blocks and associated site works at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7.</td><td>02-06-2023</td><td>27-07-2023</td><td>Yes</td><td>Pending</td></tr></table>	Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision	LRD6025/23-S3 ABP Ref LH29N.317840	Large-Scale Residential Development application for 196 no. apartments within 3 no. blocks and associated site works at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7.	02-06-2023	27-07-2023	Yes	Pending						
Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision														
LRD6025/23-S3 ABP Ref LH29N.317840	Large-Scale Residential Development application for 196 no. apartments within 3 no. blocks and associated site works at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7.	02-06-2023	27-07-2023	Yes	Pending														
4.5.9.2	<p>The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. Whilst the description of zoning objective 'Z4 District Centres' has changed to 'Z4 – Key Urban Villages / Urban Villages', the principles of the zoning objective have not changed. Any development proposals in Z4 lands should serve the needs of the surrounding catchment through the provision of a wide range of retail, commercial, cultural, social and community functions and residential uses that are well served by public transport.</p>						Update-Policy												
4.5.10.6	<p>As shown in Section 3.6.2.1 above, the station and ancillary elements, as a Public Service Installation is Permissible on lands zoned Z9 under the DCDP.</p> <p>It is however, also noted that the plan states:</p> <p>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised. (DCDP, page 539).</p> <p>Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.</p> <p>As a result, it is considered that the works would not be detrimental to the amenity of Z9 zoned lands, would support continuing recreational and amenity use and would be compliant with the Z9 zoning objective in principle.</p>						Update - Policy												
4.5.12.5	<p>Paragraph 1 and updated Table 4.19</p> <p>There are five live planning appeals at the O'Connell Street Station site as shown in Table 4.19.</p> <p>Each of these planning applications relate the development of the 'Dublin Central' lands under which the proposed O'Connell Street Station will be constructed. The proposal for the over-site development is integrated with the MetroLink underground station.</p>						Update – Planning Permission Status												

Table 4.19: Permanent Works Planning Permissions

<u>Planning Reference</u>	<u>Description</u>	<u>Registration Date</u>	<u>Decision Date</u>	<u>Appeal</u>	<u>Decision</u>
<u>DCC Ref. 5513/22</u> <u>ABP Ref 316104</u>	<u>RETENTION:</u> <u>Retention Permission for a temporary period of 4 years and 11 months, at a site at the rear of Nos. 46-49 O'Connell Street Upper, Dublin 1, situated on Moore Lane for development comprising the continued use of a commercial, off-street car park located over two levels.</u>	<u>21-12-2022</u>	<u>23-02-2023</u>	<u>Yes</u>	<u>GRANT PERMISSION</u>
<u>DCC Ref 5432/22</u> <u>ABP Ref 318268</u>	<u>The proposed development comprises the conservation, repair, refurbishment and adaptive reuse of an existing commercial building (4 storey over basement) to include: - a 'licensed restaurant/cafe unit with takeaway/collection facility' (c.35 sq. m gfa) at ground floor level on O'Connell Street Upper and a 'licensed restaurant/cafe unit with takeaway/collection facility' (c.10 sq. m gfa) at ground floor level on Henry Place; 3 no. 2 bed apartments from 1st to 3rd floor (1no. unit per storey); 1no. gym/leisure studio (c.172 sq. m gfa) at basement level</u>	<u>03-08-2023</u>	<u>27-09-2023</u>	<u>Yes</u>	<u>Pending</u>
<u>DCC Ref 5126/22</u> <u>ABP Ref. 318316</u>	<u>The proposed development comprises: A mixed use scheme (c. 38,479 sq. m gross</u>	<u>09-08-2023</u>	<u>12-09-2023</u>	<u>Yes</u>	<u>Pending</u>

		<p>floor area) ranging in height from 2 - 8 storeys over single level basements. The proposed development accommodates: -</p> <p>6no. units for use as a 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 - c. 67 sq. m and Unit 2 - c. 244 sq. m on Moore Lane, Unit 3 - c. 178 sq. m and Unit 4 - c. 75sq. m on O'Connell Street Upper, Unit 5 - c. 58 sq. m on New Street and Unit 6 - c. 296 sq. m on Moore Lane and New Street: 1no. unit for use as a 'licensed restaurant / café unit with takeaway / collection facility' across basement, ground, 1st and 2nd floor (c. 878 sq. m) on O'Connell Street Upper: 8no. retail units, each for use as a 'shop' or 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 - c. 1,041 sq. m on O'Connell Street Upper and Moore Lane, Unit 2 - c. 311 sq. m and Unit 3 - c. 260 sq. m on O'Connell Street Upper and New Street, Unit 4 - c. 452 sq. m on New Street, Unit 5 - c. 251 sq. m on Moore Lane, Unit 6 - c. 162 sq. m and Unit 7 - c. 58 sq. m on O'Connell Street Upper and Unit 8 - c. 40 sq. m on Moore</p>					
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		Lane and new controlled Laneway); Temporary use of retail Unit 8 (c. 40 sq. m) as a delivery hub, pending the completion of same at Site 5 under DCC Reg. Ref. 2863/21; Office use (c. 33,714 sq. m) from 1st to 7th floor with access from O'Connell Street Upper. All associated and ancillary site development, demolition, landscaping, site infrastructure and temporary works					
	DCC Ref. 2863/21 ABP Ref. 312603	The proposed development comprises: - A mixed-use scheme in a single building (c. 6,478 sq. m gross floor area) ranging in height from 2 - 6 storeys (top floor set back) over single storey localised basement. The building includes office space (c. 5,753 sq. m) from 1st to 5th floor with office lobby at ground floor level, with 3no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane, O'Rahilly Parade and the proposed new public plaza - c. 228 sq. m, Unit 2 on the proposed new public plaza - c. 271 sq. m and Unit 3 on Moore Street, O'Rahilly Parade and the proposed new public	09-11-2021	23-06-2022	Yes	Pending	

		plaza - c. 179 sq. m). together with provision of a 'delivery hub' unit at ground floor level (c. 46 sq. m). All associated and ancillary site development. demolition. landscaping, site infrastructure and temporary works					
	DCC Ref. 2862/21 ABP Ref. 312642	The proposed development comprises a mixed- use scheme (c. 3,290 sq. m gross floor area) in 2no. parts located north and south of the Nos. 14 - 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 - 3 storeys including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa). café / restaurant use (c. 864 sq. m gfa). retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa).	09-11-2021	12-01- 2022	Yes	Pending	
	DCC Ref. 2861/21 ABP Ref. 313947	The proposed blocks comprise: - Block 3A (Eastern Block) (c. 7,806.3 sq. m gfa). fronting Henry Street, Henry Place and the new passageway. with modulating building height at 4, 5, 7 and 9 storeys. over single storey basement. Block 3A accommodates: - A hotel (c. 7,175.3 sq. m gfa) with 150no. bedrooms from 1st to 7th floor and ancillary facilities at ground	09-11-2021	12-01- 2022	Yes	Pending	

		<p> <u>floor and basement, including: hotel reception addressing Henry Place; 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 138.1 sq. m) at ground floor on the new passageway and Henry Place; and, 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 194.2 sq. m) and 2no. associated external terraces (c. 38.8 sq. m in total) at 8th floor of the proposed hotel; 1no. retail unit for use as a 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' (Unit 1 – c. 127.2 sq. m) at ground floor on the new Passageway; 1no. retail unit for use as a 'shop' (Unit 2 – c. 326.5 sq. m) at basement, ground floor and first floor level on the new passageway and Henry Street; Block 3B (Western Block) (c. 8,036.1 sq. m gfa), fronting Henry Street, Moore Street, Henry Place and the new passageway, with modulating building height at 1, 3, 5, 6 and 7 storeys, with top storey set back, over single storey basement. Block 3B accommodates: - 79no. 'Build-to-Rent' apartment units (c. 6,451.5 sq. m gfa), including 14no. 1-bed studios, 56no. 1-bed</u> </p>					
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	apartments and 9no. 2-bed apartments from 1st to 5th floor, with access from residents' lobby at ground floor on Henry Place;	
4.5.13.4	<p>Remove existing text</p> <p>The alignment passes under lands subject to the George's Quay LAP 2012 (DCC, 2012). This LAP is no longer in force. The alignment passes under lands within the O'Connell Street Area of Special Planning Control.</p>	Update - Policy
4.5.15.4	The tunnel alignment passes under the George's Quay LAP area. <u>The LAP is no longer in force.</u>	Update - Policy
4.5.16.6	<p>As shown in Section 3.6.2.1 above, the station and ancillary elements, as a Public Service Installation is Permissible on lands zoned Z9.</p> <p><u>It is however, also noted that the plan states:</u></p> <p><u>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised. (DCDP, page 539)</u></p> <p>Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.</p> <p>As a result, it is considered that it cannot be ruled out that the works "would not be detrimental to the support continuing recreational and amenity of Z9-zoned lands", and therefore, the works are not considered to be fully consistent with the current Z9-zoning objective and therefore comprises a Material Contravention of the DCDP.</p> <p><u>As a result, it is considered that the works would support continuing recreational and amenity use and would be compliant with the Z9 zoning objective in principle.</u></p>	Update - Policy
4.5.18.2	<ul style="list-style-type: none"> <u>Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks'; and</u> 	Consideration of layby
4.5.18.6	<u>The proposed layby at Grand Parade will result in the diversion of the footpath into lands zoned Z9. The use is compatible with the zoning.</u>	Consideration of layby
5.1	The EIAR includes 31 chapters and is structured as set out below. <u>The assessment outcomes shown are taken from the Non Technical Summary of the EIAR.</u>	Additional text
5.3.2.1	<p><u>5.3.2.1 Statutory Consultation on Railway Order Application</u></p> <p><u>The MetroLink Railway Order Statutory Public Consultation progressed from 30 September 2022 until 16 January 2023. On 9 February 2023, An Bord Pleanála issued 322 documents to TII, of which 317, comprising over 5,000 pages were unique individual submissions containing observations made in response to the MetroLink Railway Order application.</u></p>	Project Update
6	<u>Updated Section</u>	Update

	<u>Strategic Importance of the Proposed Project</u> Remove Existing Section	
7	<u>Updated Conclusion Section</u> <u>Strategic Importance of the Proposed Project</u> Remove Existing Conclusion Section	Update – Policy and revised text
	<u>Updated Reference Section</u> Remove Existing Reference Section	Update - Policy