METROLINK

Integrated Transport. Integrated Life.

MetroLink Planning Report

Update February 2024

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Údarás Náisiúnta Iompair
National Transport Authority

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland 2040

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Acronym	Meaning
ABP	An Bord Pleanála
ACA	Architectural Conservation Area
ANZ	Airport Noise Zone
BRT	Bus Rapid Transport
BMP	Barrysparks and Crowcastle Masterplan
CAP	Climate Action Plan
CDP	County Development Plan
CIE	Coras Iompair Éireann
CSO	Central Statistics Office
DAA	Dublin Airport Authority
DANP	Dublin Airport North Portal
DASP	Dublin Airport South Portal
DB	Dublin Bikes
DCC	Dublin City Council
DCCAE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCHG	Department of Culture Heritage and the Gaeltacht
DCIHR	Dublin City Industrial Heritage Record
DMURS	Design Manual for Urban Roads and Streets
DoT	Department of Transport
DTTAS	Department of Transport, Tourism and Sport
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
ESB(N)	Electricity Supply Board (Networks)
EU	European Union
FCC	Fingal County Council
FDP	Fingal Development Plan
FMP	Fosterstown Masterplan
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GDATS	Greater Dublin Area Transport Strategy 2022-2042
GPO	General Post Office
GSWR	Great Southern and Western Railway
GTC	Ground Transportation Centre
HSA	Health and Safety Authority
HV	High Voltage
IDA	Industrial Development Agency
IIP	Integrated Implementation Plan
KDC	Key District Centre
KUV	Key Urban Village

Acronym	Meaning
LAP	Local Area Plan
LECP	Local Economic and Community Plan
LOP	Local Objective Point
MASP	Metropolitan Area Strategic Plan
MGWR	Midland Great Western Railway
MNEC	Metro North Economic Corridor
MNIP	Major National Infrastructure Project
MP	Master Plan
NAF	National Adaption Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIAH	National Inventory of Architectural Heritage
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objectives
NSO	National Strategic Objective
NTA	National Transport Authority
NZEB	Nearly Zero Energy Building
OCC	Operations Control Centre
OPW	Office of Public Works
P-LEIP	Phibsborough Local Environment Improvements Plan
pNHA	Proposed Natural Heritage Area
pphpd	passengers per hour per direction
PSZ	Public Safety Zone
PT	Public Transport
QBC	Quality Bus Corridor
RPA	Railway Procurement Agency
RPO	Regional Policy Objective
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcomes
SAI	Sites of Archaeological Interest
SAPTI	Sectoral Adaptation Plan for Transport Infrastructure
SDG	Sustainable Development Goal
SDRA	Strategic Development and Regeneration Area
SDZ	Strategic Development Zone
SEAP	Sustainable Energy Action Plan
SFTS	South Fingal Transport Study
SID	Strategic Infrastructure Development
SPA	Strategic Planning Area
SPCS	Special Planning Control Scheme
SSGPCMP	St. Stephens Green Park Conservation Management Plan
SWDR	Swords Western Distributor Road

Acronym	Meaning
SWRR	Swords Western Ring Road
TBM	Tunnel Boring Machine
TII	Transport Infrastructure Ireland
TOR	Top of Rail
UCD	University College Dublin
UCN	Urban Cycle Network
UN	United Nations
ZAI	Zone of Archaeological Interest

1. Introduction

1.1 Introduction to the updated Planning Report

This Planning Report has been prepared to set the planning context for the development and implementation of the Metrolink project (hereafter referred to as the proposed Project). 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.

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.

1.2 Transport Infrastructure Ireland and the National Transport Authority

The Applicant is Transport Infrastructure Ireland (TII). TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland.

TII is managing the proposed Project on behalf of the National Transport Authority (NTA). The NTA is responsible for providing public passenger land transport services at a national level, which includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. The NTA is also responsible for developing an integrated transport system within the Greater Dublin Area.

1.3 Summary Description of the Proposed Project

The overall project objective for the proposed Project, as established by the NTA and TII and as informed by planning policy context, is:

'To provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.'

The proposed Project will comprise a high-capacity, high-frequency, modern and efficient metro railway between Estuary Station and the Park and Ride (P&R) Facility, north of Swords via Dublin Airport to Charlemont Station which lies south of Dublin City Centre. The proposed Project will be approximately 18.8km in length.

The key elements of the proposed Project are set out in more detail in Section 2 of this report and a full description of is provided in Chapter 4 (Description of the MetroLink Project) of the Environmental Impact Assessment Report accompanying the Railway Order application.

1.3.1 Construction Phase Overview

Construction of the proposed Project is expected to take place over nine to ten years. A detailed construction plan and schedule has been developed to ensure that the construction phasing allows for maximum efficiency while minimising the potential for environmental impact. A detailed description of the Construction Phase of the proposed Project is presented in Chapter 5 (MetroLink Construction Phase). The main construction elements of the proposed Project are summarised in Diagram 1.1.

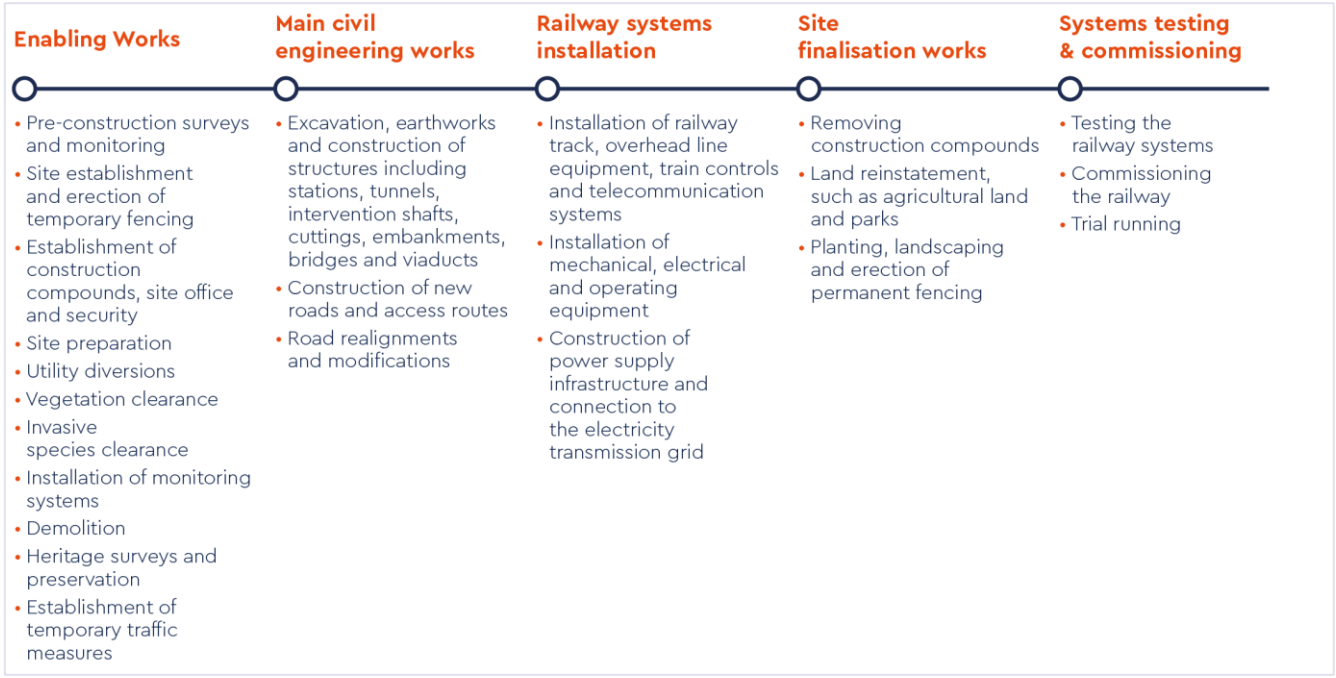

Diagram 1.1: Proposed Construction Phase Activities

1.3.2 Operational Phase Overview

The Operational Phase of the proposed Project will be based on the following operational elements:

- 16 new stations including interchange opportunities with:

- Dublin Airport at the new underground station of the same name;
- Interchange with the Western Commuter and the South Western Commuter Lines at Glasnevin;
- DART at Tara Station;
- Luas Green Line at O'Connell Street Station, St Stephen's Green and Charlemont Station;
- P&R Facility at Estuary Station; and
- Existing Dublin Bus network and future proposed bus services (BusConnects).

- Dardistown Station will be for use by staff only arriving and leaving by train, until development in the area merits the opening of the station as a public station;
- Operating 19 hours per day, 365 days a year;
- In the opening year operations, there will be 20 trains operating per hour at a frequency of three minutes between trains;
- The proposed Project is designed for a maximum of 20,000 passengers per hour per direction (pphpd) in the peak hour;
- 64m long trains running up to every 100 seconds at peak demand;
- Approximately 25 minutes journey time between Swords and the City Centre and 20 minutes journey time from Dublin City Centre to Dublin Airport; and
- Fully automated high floor rolling stock.

Diagram 1.2: Summary of Key Activities during the Operation Phase of the Proposed Project

1.4 Proposed Works Background

A metro railway has been proposed to link Swords to Dublin City Centre via Dublin Airport for almost 20 years. Diagram 1.3 gives a brief overview of the history of the proposed Project. A detailed description of the proposed Project history is included in Chapter 3 (Background to the MetroLink Project).

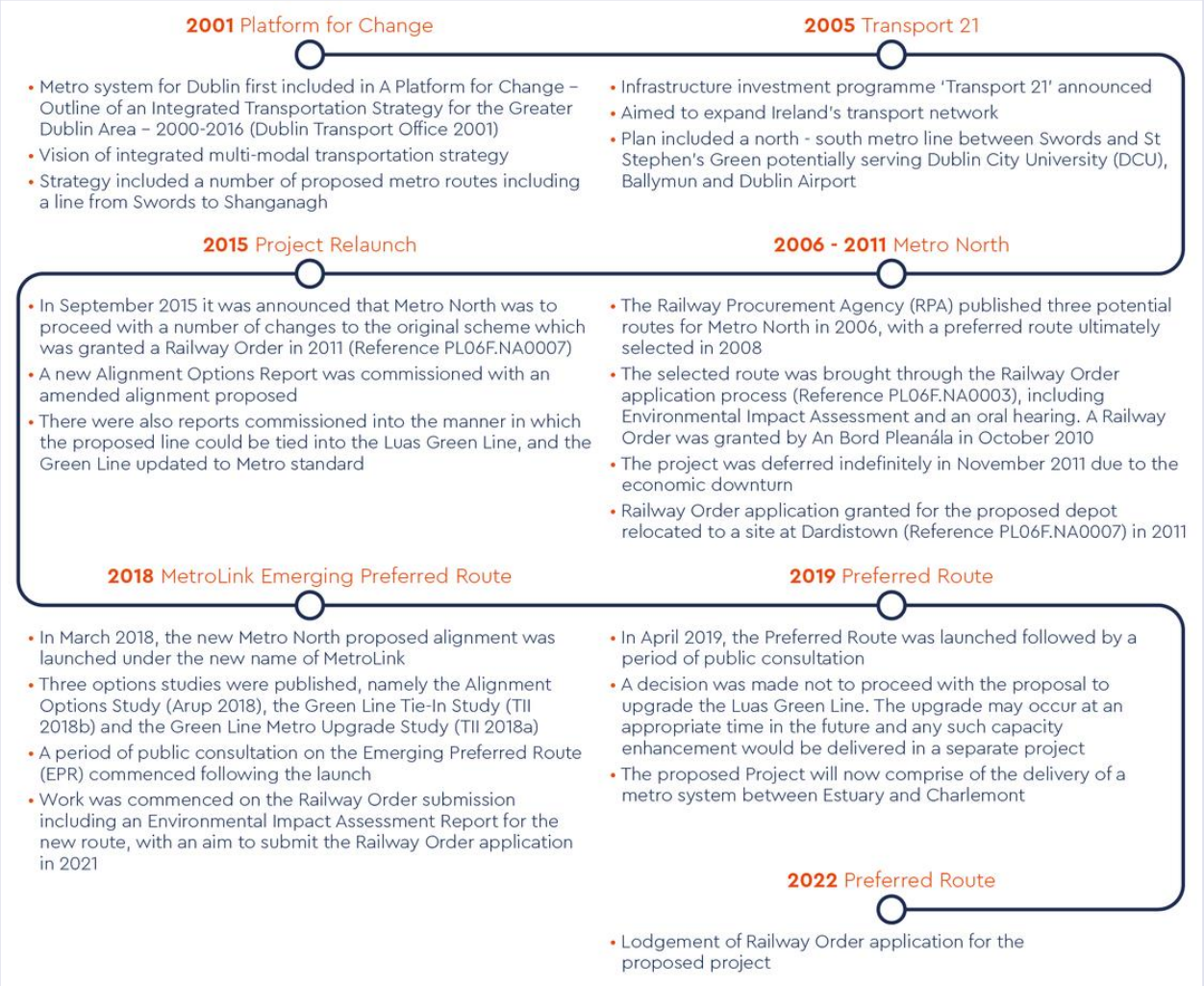

Diagram 1.3: Project History Overview

1.5 Overview for the Need for the Proposed Project

The proposed Project is the single biggest investment in transport infrastructure in the history of the State and is part of an integrated transport solution that also includes for BusConnects and Dart+ which are all included under Project Ireland 2040. Together these projects will result in reliable, sustainable, affordable, integrated public transport that will support the economy, help Ireland meet its climate change targets in line with Climate Action Plan 2021 and make Dublin a more liveable and sustainable city. While MetroLink is a critical part of the proposed integrated transport system for the Greater Dublin Area, it is a standalone project that is not dependent on any other projects for its delivery or effective operation.

MetroLink will contribute significantly to the transformation of the lives of the 1.6 million people projected to live in the Dublin region by 2040 (CSO, 2020). The growing population and higher-density housing will create demand for a reliable, high-capacity, sustainable public transport system that helps Ireland meet its climate change commitments of reducing its greenhouse gas (GHG) emissions by 51% by 2030 and reaching net zero no later than the year 2050.

The need for the proposed Project has been established in every relevant transport study and policy document going as far back as A Platform for Change – An integrated transportation strategy for the Greater Dublin Area (GDA) 2000 to 2016 (Dublin Transportation Office (DTO) 2001). The requirement for the proposed Project is also supported in current policy from national to local level and is included the Transport Strategy for the GDA 2016-2035 (NTA, 2016), the Draft Transport Strategy for the Greater Dublin Area 2022-2042 (NTA, 2021), NDP 2018-2027 (Government of Ireland, 2018a) and the revised NDP 2021-2030 (Government of Ireland, 2020) as described in the following sections.

1.5.1 Definition of the Challenges

Dublin and Ireland as a whole face a number of significant challenges moving into the future, most of which are associated with the very successful economy over the last few decades, particularly in the Dublin area. These challenges are becoming more significant as we face the need to transform to a carbon neutral economy. The relevant challenges are discussed here in order define the challenging conditions that are driving the need for the proposed Project. The challenges are discussed below under the following headings:

- Unsustainable Development;
- Greenhouse Gas Emissions;
- Air Quality;
- Noise; and
- Traffic Congestion.

1.5.1.1 Unsustainable Development

At a global level the human race faces an existential crisis due to potential impacts of climate change on the world's population and on the natural systems that support it. This crisis requires major changes to be made at every level of Irish society to introduce new systems that result in significant reductions in Greenhouse Gas Emissions (GHGs) to mitigate future climate impacts.

The CSO Environmental Indicators for 2021 identified that Ireland currently has the second highest carbon intensity per capita in the EU for 2019 at 12.1tonnes per capita, compared to an EU average of 7.9tonnes per capita. The transport sector was identified as the 2nd highest contributor to GHG emissions after agriculture, contributing 20% of total emissions.

A review of the National Spatial Strategy (DoECLG, 2002) to inform the development of the National Planning Framework (NPF) – Project Ireland 2040 was undertaken, and it identified that if current development patterns continued:

- There will continue to be sprawling growth patterns around and outside of our cities and larger towns. The OECD Environmental Performance Review 2021 (OECD 2021) identified that due to the relatively low population densities, road-based transport was the dominant mode of transport in Ireland. In response to this issue and the requirement to reduce GHG emissions in the future, the OECD flagged the importance of coordinating land-use and transport planning to promote compact growth.
- There would be stagnation of inner cities and lower density development outside these areas; This would result from the development patterns described above where low-density development continues spreading

out from the urban areas, resulting in development being focused on greenfield sites around the existing urban area.
- There will be a degraded environment with the loss of farmland and valuable habitat to predominantly greenfield development and increased risk of groundwater pollution.
- There will be a greater distance between where people live and where people work; The growth patterns described above would result in a poorly connected population with people spending more time commuting to workplaces.
- There will be increased social disadvantage and inequality perpetuated by geographic location. Social inequalities are heightened in an area where there is limited public transport, resulting in isolation from job opportunities, shopping and leisure activities and even from social networks. This is because people who can afford to own a car have much greater access to critical personal and public supports when compared to those depending on lower quality public transport. In this context it is important to note that the Measuring access to public transport in European Cities paper (EU Commission, 2015) identified Dublin as having the lowest share of 'very high access' to public transport of the large urban centres studied at 38%.
- A continued lack of integrated transport and urban development planning, rather than a holistic approach addressing sustainability and compact urban design, thereby not allowing Ireland to achieve net zero carbon emissions by 2050.

Significant intervention is required to make the future transportation network more sustainable and to create a more sustainable and liveable environment.

1.5.1.2 Greenhouse Gases

Between 1990 and 2020, transport related GHGs increased by 100% with road traffic emissions increasing by 103% (EPA,2021). In 2020, transportation is the second-highest producer of GHG emissions in Ireland, contributing to approximately 18% of Ireland's total (EPA,2021), and forecast to account for an even greater share unless additional measures are undertaken. The following recent trends have been identified in transport related GHG emissions:

- Transport emissions in Ireland peaked at 14.4Mt CO_2eq in 2007 (EPA, 2021);
- Emissions then fell back to 10.9Mt CO_2eq in 2012 due to the economic downturn (EPA,2021);
- Emissions have since increased again as the economy recovered, increasing to 12.2Mt CO_2eq in 2018 (EPA, 2021);
- The COVID-19 pandemic resulted in a significant decline in transport related emissions due to the restrictions on movement imposed to constrain the spread of COVID. It is estimated that these reductions were approximately 16% in 2020 when compared to pre-COVID levels (EPA,2021); and
- After COVID-19 restrictions were removed transport related GHG emissions have increased again by 18-19% from 2020-2022 (EPA,2022).

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Hereafter referred to as the 2021 Climate Act) commits Ireland to legally binding targets including a 51% reduction in GHG by 2030 (when compared to 2018 levels) and a net-zero GHG target by 2050. The purpose of the 2021 Climate Act is to provide for the approval of Climate Action Plans 'for the purpose of pursuing the transition to a climate resilient, biodiversity rich and climate neutral economy by no later than the end of the year 2050'. The 2021 Climate Act also 'provide for carbon budgets and a sectoral emissions ceiling to apply to different sectors of the economy'.

A series of three 5-year carbon budgets have been proposed with annual reductions in GHG emissions required as follows:

- 2021 – 2025: Average 4.8% reduction per annum (295CO_2eq average reduction);
- 2026 – 2030: Average 8.3% reduction per annum (200CO_2eq); and
- 2031 – 2035: Average 3.5% reduction per annum (151CO_2eq).

The first carbon budget took effect on 6 April 2022 following approval by the Houses of the Oireachtas.

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.

The EPA (EPA,2022) predicts that with existing measures the transport sector would actually see an increase of 0.6% in GHG emissions from 2020 to 2030. This clearly identifies that significant additional measures are required to further reduce GHG emissions.

1.5.1.3 Air Quality

Poor air quality can cause short term health impacts arising from ailments such as headaches and breathing difficulties, or longer-term impacts causing chronic conditions such as asthma, reduced liver function and cardiovascular disease.

Healthy Environment, Healthy Lives: How the Environment Influences Health and Well-being in Europe (European Environment Agency, 2020a) estimates that in excess of 1,300 premature deaths occur in Ireland each year because of poor air quality.

Ireland is required under the National Emission Reduction Commitments (NEC) Directive (2016/2284/EU) to achieve reduced emissions for five important air pollutants: Nitrogen Oxides, non-methane volatile organic compounds (NMVOC), Sulphur Dioxide (SO_2) ammonia and fine particulate matter ($PM_{2.5}$).

A major source of Nitrogen oxide emissions is the transport network including private cars and elevated Nitrogen oxide levels are known to cause reductions in respiratory and cardiovascular health. Nitrogen oxide emissions in Ireland exceeded the emission ceiling of 65 kilotons (kt) in 2010 but has been compliant since then up to and including 2018. Irelands Environment - An Integrated Assessment 2020 (EPA, 2020) and Air Quality in Ireland 2020 (EPA, 2021) both identified the importance of reducing the contribution of the transport sector to nitrogen oxide emissions by promoting modal shift to public transport, along with walking and cycling.

Particulate matter ($PM_{2.5}$) emissions are also linked to the combustion of fuels from a number of different sectors including road transport. Fine particulate matter, $PM_{2.5}$, is associated with significant potential negative impacts on human health, including acute and chronic respiratory illnesses and cardiovascular disease.

Significant intervention is required to ensure that the transportation network in the future has lower emissions to air.

1.5.1.4 Noise

The EPA's Ireland's Environment - An Integrated Assessment 2020 (EPA, 2020) has identified transport as the most widespread noise source in Ireland.

The Environmental Noise Guidelines for the European Region (WHO, 2018) identified that noise pollution in our towns and cities is increasing and that excessive noise, particularly arising from transport sources can have a negative impact on human health and wellbeing, adversely affecting sleep and cardiovascular and metabolic function.

The European Union's (EU's) Environmental Noise Directive (END; 2002/49/EC) deals with environmental noise from major transport infrastructure including roads, railways and airports (EC, 2002) and requires member states to generate strategic noise maps for major transport arteries and to prepare noise action plans to manage identified exceedances.

Following the preparation of noise maps by the relevant local authorities, they are required to consult with the public in the preparation of noise action plans for those areas where the noise thresholds for Lden (55dB) and Lnight (50dB) are exceeded. These action plans are designed to manage transport noise issues and effects, including the prevention and reduction of environmental noise where necessary.

The Noise Action Plan for Dublin City (DCC, 2019) has identified that 22% of the population were exposed to night-time levels of Lden in excess of 50dB with traffic noise the dominant noise source. 51% of the population are being exposed to daytime Lden levels of greater than 55dB. Significant exceedances were identified along the alignment of the proposed Project, having particular regard to the R108, from Northwood to Ballymun. The Dublin City Development Plan (DCDP) 2016-2022 sets out policies and objectives to prevent, limit, eliminate, abate or reduce noise pollution. The policies and objectives deal with the management of noise impacts on residential and other sensitive receptors having regard to the control of future development and traffic management.

The Noise Action Plan for Fingal County (FCC, 2018) identified that 25.6% of the population had noise exposure levels above Lden 55dB from road traffic noise. It also identified that 18.8% of the population had noise exposure levels above Lnight 50dB. Significant exceedances are noted along the alignment of the proposed Project, specifically in the vicinity of the R132 and the M50 motorway. The Fingal Development Plan (FDP) 2017 -2023 also outlines objectives to control noise emissions and their effect on sensitive receptors.

For both administrative areas, significant intervention is required in line with the objectives of the local authorities to ensure that the transportation network in the future has lower noise emissions.

1.5.1.5 Traffic Congestion

Ireland is outgrowing its current transportation infrastructure. In 2021, Dublin ranked as the 35th most congested city in the world (an improvement from 14th in 2018) (TomTom, 2021). A single Dublin commuter will, on average, spend over 213 hours a year stuck in traffic (28 extra minutes each rush hour). Economists estimate that, without intervention, congestion and lost time will cost the Irish economy over €2 billion per annum in 2033 (EFEU, 2017). For those with no other choice than to travel, either on the bus or in private vehicles, this lost time is simply the price one must pay to gain access to viable employment, education, healthcare, or other essential needs. This has further negative impact on public health and wellbeing.

This problem is forecast to worsen as Ireland's population continues to grow. At the last census in 2016, Ireland's population stood at just under 4.8 million, having grown by 3.8% since 2011. Dublin City's population grew 5.1% in the same period, while the Fingal County Council (FCC) area experienced a population growth of 8.0%, twice the national rate of growth.

Preliminary results from Census 2022 (CSO, 2022) identified that the national population has increased to over 5.1 million with the population in the Co. Dublin area increasing from 1.3 million in 2016 to 1.5 million in 2022. Census 2022 also identified the Fingal Co. area as one of the fastest growing administrative areas since 2016 with an increase in population of 11% in the period.

Project Ireland 2040: NPF forecasts a 25% increase in the population in the Dublin area by 2040. The Dublin Metropolitan Area Strategic Plan envisages a population of 1.65 million in the metropolitan area by 2031, an increase of 250,000 (18%) from 2016.

Meanwhile, the GDA is facing a considerable housing challenge. House prices are rising, with average annual price growth from 2012 and 2019 ranging from 8.3% (Fingal) to 10.7% (Dublin City). Average wage growth over this period was only 1.3%, meaning that houses have become increasingly unaffordable, especially for first-time buyers. Along with other policy requirements, more houses need to be built to address a deficit of supply (which is keeping current prices high).

Significant intervention is required to ensure that the transportation network in the future has more capacity and at the same time is more sustainable.

1.5.1.6 MetroLink Corridor

The Swords, Dublin Airport, Dublin City Centre corridor is a major artery for the Irish economy and is becoming increasingly impacted by the trends identified above. Almost 8,000 workers currently commute from Swords to Dublin City Centre, but only 12% of those commuters use public transport (CSO, 2016).

An intervention on this corridor is necessary in order to achieve a change in transport patterns that reduces the reliance on private cars and increases significantly the modal shift to public transport. This would allow the opportunity for the transport network to be optimised by freeing up capacity for more efficient goods and service transport. The intervention must not only address the identified challenges that are experienced today but must also address potential future congestion and sustainable development challenges discussed in this chapter.

Major road infrastructure investments have been made, including Dublin Port Tunnel, the widening of the M50 and M1 Motorways, and upgrades to the M1/M50 interchange. Critically, the opportunity for further road infrastructure solutions here are very limited. Accordingly, the Fingal/North Dublin Transport Study 2014 – 2015 (NTA, 2015) considered the strategic need for an enhanced and fully integrated public transport network in Fingal/North Dublin to

address issues relating to and stemming from current and future congestion and associated urban development patterns.

1.5.1.7 Dublin Belfast Corridor

As outlined above the corridor of the proposed Project plays a critical role in the functioning of the national economy. The corridor facilitates the efficient functioning of two major international gateways (Dublin Port and Dublin Airport) and completes the economic link between Dublin and Belfast (which is part of the Belfast/Dublin Economic Corridor, that is flagged for protection in the NPF).

The efficiency of economic traffic movements along and around this corridor has implications for the entire island of Ireland. Improving the resilience of this corridor to future economic shocks is critical and it is this combination of need to address economic development, housing and land-use patterns as our population continues to increase, that elevates the requirement for intervention in this area. The intervention is required to make the transportation network more sustainable and to create a more sustainable and liveable environment.

1.5.1.8 Socioeconomic Costs

While the impact of congestion and the lost hours for commuters are significant, the inefficiency of the transportation system hides a lot of additional socioeconomic costs. The statistics quoted above only reference those willing to endure the peak traffic delays. However, the lack of reliable journey time has other more difficult to measure impacts. For example, system inefficiencies during peak hours can force many to commute at times that avoid the natural peak times. This is sometimes called 'peak spreading' and has been identified by TII on the M50 between the hours of 06:00 and 08:00 and between 15:00 and 16:00 prior to the COVID-19 pandemic in the National Roads Network Indicator 2019 (TII 2020).

The occurrence of peak spreading can often have the effect of making the transportation system look like it is more efficient than it is – and hides other costs. For example, peak spreading puts pressure on families, with one or more parent being absent from the home for longer periods. This leads to increased childcare demands, increased pressure on parents in the household, which can create a cycle of increased stress, reduced disposable income and reduced quality of life. On the other side, for those that can afford it, it also can generate the desire for multiple vehicles at home (with associated negative environmental and sustainability impacts). It follows that, an inefficient transportation system will generate other societal and economic inefficiencies, making an efficient, reliable and demand responsive transportation system crucial to a sustainable and resilient economy and society.

1.6 Legislative Context

1.6.1 Transport (Railway Infrastructure) Act 2001 (as amended)

New railway works are governed by the Transport (Railway Infrastructure) Act 2001 (as amended) (the '2001 Act').

The 2001 Act provides for a Railway Order application to be made by the Applicant to An Bord Pleanála.

37(1) An application may be made to An Bord Pleanála ('the Board') for a railway order by the Dublin Transport Authority ('DTA'), the Agency, CIÉ or another person. Where any part of the proposed railway works in the application is within the functional area of the DTA the applicant (not being the DTA) must have obtained the prior written consent of the DTA for the application

(2) An application under subsection (1) shall specify whether the application is in respect of a light railway, metro or otherwise.

(3) An application under subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by—

(a) a draft of the proposed order,

(b) a plan of the proposed railway works,

(c) in the case of an application by the Agency or a person with the consent of the Agency, a plan of any proposed commercial development of land adjacent to the proposed railway works,

(d) a book of reference to a plan required under this subsection (indicating the identity of the owners and of the occupiers of the lands described in the plan), and

(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an 'environmental impact assessment report') of the proposed railway works, and a draft plan and book of reference shall be in such form as the Minister may specify or in a form to the like effect.'

Section 37 (4) of the 2001 Act sets out that *'The construction of railway works, the subject of an application for a railway order under this Part, shall not be undertaken unless the Board has granted an order under Section 43'.*

A number of other relevant documents have also been prepared as part of the Railway Order application, including the following, provided as stand-alone documents.

- Wider Effects Report; and
- Natura Impact Statement.

1.6.2 Planning and Development Act 2000 (as amended)

The proposed Project comes within the definition of Strategic Infrastructure Development (SID) under Section 2 of the Planning and Development Act 2000 (as amended).

'Strategic Infrastructure Development' means:

(g) any proposed railway works referred to in section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development (Strategic Infrastructure) Act 2006.'

1.6.3 Directive 2014/52/EU3

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU (hereafter referred to as the 'EIA Directive') sets the requirements for EIA in European law. It requires EIA to be carried out for certain public and private projects listed in Annexes I and II of the EIA Directive.

The requirements of Directive 2014/52/EU were transposed into Irish law with the adoption of the S.I. No. 743/2021 - European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (hereafter referred to as the EIA Regulations), which amend the Transport (Railway Infrastructure) Act 2001 to bring it in line with Directive 2014/52/EU.

The EIA Directive requires that Ireland and other Member States must decide which *'underground railways, suspended lines or similar lines of a particular type, used exclusively or mainly for passenger transport'* require EIA through a case-by-case examination or the use of thresholds or both.

In Ireland's case, the applicant for an RO must submit an EIAR with the application for an RO to the Board as required by the Section 37(3)(e) of the Transport (Railway Infrastructure) Act, 2001 (as amended). This EIAR complies with the requirements of section 37(3)(e) and 39 of the Transport (Railway Infrastructure) Act 2001 and Annex IV to the EIA Directive.

Chapter 2 (Methodology used in the Preparation of EIAR*)* of the EIAR for the proposed Project sets out the EIA requirements for Railway Order in greater detail.

1.7 The Applicant

The Applicant is Transport Infrastructure Ireland (TII). TII was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015. TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and metro and light rail infrastructure throughout Ireland.

TII is managing the proposed Project on behalf of the NTA. The NTA is responsible for providing public passenger land transport services at a national level, which includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. The NTA is also responsible for developing an integrated transport system within the Greater Dublin Area.

In January 2018, a Jacobs IDOM Consortium was appointed by TII to develop a design for the proposed Project and prepare the EIAR, Appropriate Assessment Screening Report, Natura Impact Statement and all the required materials for the submission of a Railway Order Application under Section 37 of the Transport (Railway Infrastructure) Act 2001, as amended.

2. Overview Description of the Works

2.1 Project Overview

Diagram 2.1 presents a schematic layout of the main features of MetroLink, while Table 2.1 provides further details of the principal infrastructural elements of MetroLink and their geographical extent and location.

MetroLink will differ from DART and InterCity services operated by Iarnród Éireann and Luas services due to the following:

- MetroLink offers a higher service frequency;
- MetroLink is designed to carry more people along shorter distances;
- MetroLink is fully segregated from the surrounding road network, with sections at the ground surface, elevated on embankments or crossings, in cut, or in tunnel thereby not interfering with road traffic and pedestrians, unlike DART which has several road crossings; and
- MetroLink uses automated trains controlled from the proposed Operational Control Centre (OCC) at Dardistown Depot.

Table 2.1: Description of the Principal Elements along the Proposed Project

Project Elements	Outline Description
Permanent Project Elements	
Tunnels	It is proposed to construct two geographically separate, single-bore tunnels, using a Tunnel Boring Machine (TBM). Each section of tunnel will have an 8.5m inside diameter and will contain both northbound and southbound rail lines within the same tunnel. These tunnels will be located as follows: ▪ The Airport Tunnel: running south from Dublin Airport North Portal (DANP) under Dublin Airport and surfacing south of the airport at Dublin Airport South Portal (DASP) and will be approximately 2.3km in length; and ▪ The City Tunnel: running for 9.4 km from Northwood Portal and terminating underground south of Charlemont Station.
Cut Sections	The northern section of the alignment is characterised by a shallow excavated alignment whereby the alignment runs below the existing ground level. Part of the cut sections are open at the top, with fences along the alignment for safety and security. While other sections are 'cut and cover', whereby the alignment is covered.
Tunnel Portals	The openings at the end of the tunnel are referred to as portals. They are concrete and steel structures designed to provide the commencement or termination of a tunnelled section of route and provide a transition to adjacent lengths of the route which may be in retained structures or at the surface. There are three proposed portals, which are: ▪ DANP; ▪ DASP; and ▪ Northwood Portal. There will be no portal at the southern end of the proposed Project, as the southern termination and turnback would be underground.
Stations	There are three types of stations: surface stations, retained cut stations and underground stations: ▪ Estuary Station will be built at surface level, known as a 'surface station'; ▪ Seatown, Swords Central, Fosterstown Stations and the proposed Dardistown Station will be in retained cutting, known as 'retained cut stations'; and ▪ Dublin Airport Station and all 10 stations along the City Tunnel will be 'underground stations'.
Intervention Shaft	An intervention shaft will be required at Albert College Park to provide adequate emergency egress from the City Tunnel and to support tunnel ventilation. Following the European Standard for safety in railway tunnels TSI 1303/2014: Technical Specification for Interoperability relating to 'safety in railway tunnels' of the rail system of the European Union, it has been recommended that the maximum spacing between emergency exits is 1,000m. As the distance between Collins Avenue and Griffith Park is 1,494m, this intervention shaft is proposed to safely support evacuation/emergency service access in the event of an incident. This shaft will also function to provide ventilation to the tunnel. The shaft will require two 23m long connection tunnels extending from the shaft, connecting to the main tunnel. At other locations, emergency access will be incorporated into the stations and portals or intervention tunnels will be utilised at locations where there is no available space for a shaft to be constructed and located where required (see below).
Intervention Tunnels	In addition to the two main 'running' tunnels, there are three shorter, smaller diameter tunnels. These are the evacuation and ventilation tunnels (known as Intervention Tunnels): ▪ Airport Intervention Tunnels: parallel to the Airport Tunnel, there will also be two smaller diameter tunnels; on the west side, an evacuation tunnel running northwards from DASP for about 315m, and on the east side, a ventilation tunnel connected to the main tunnel and extending about 600m from DASP underneath Dublin Airport Lands. In the event of an incident in the main tunnel, the evacuation tunnel will enable passengers to walk out to a safe location outside the Dublin Airport Lands. ▪ Charlemont Intervention Tunnel: The City Tunnel will extend 360m south of Charlemont Station. A parallel evacuation and ventilation tunnel is required from the end of the City Tunnel back to Charlemont Station to support emergency evacuation of maintenance staff and ventilation for this section of tunnel.
Park and Ride Facility	The proposed Park and Ride Facility next to Estuary Station will include provision for up to 3,000 parking spaces.

Project Elements	Outline Description
Broadmeadow and Ward River Viaduct	A 260m long viaduct is proposed between Estuary and Seatown Stations, to cross the Broadmeadow and Ward Rivers and their floodplains.
Proposed Grid Connections	Grid connections will be provided via cable routes with the addition of new 110kV substations at DANP and Dardistown. (Approval for the proposed grid connections to be applied for separately, but are assessed in the EIAR).
Dardistown Depot	A maintenance depot will be located at Dardistown. It will include: ▪ Vehicle stabling; ▪ Maintenance workshops and pits; ▪ Automatic vehicle wash facilities; ▪ A test track; ▪ Sanding system for rolling stock; ▪ The Operations Control Centre for the proposed Project; ▪ A substation; ▪ A mast; and ▪ Other staff facilities and a carpark.
Operations Control Centre	The main Operations Control Centre (OCC) will be located at Dardistown Depot and a back-up OCC will be provided at Estuary.
M50 Viaduct	A 100m long viaduct to carry the proposed Project across the M50 between the Dardistown Depot and Northwood Station.
Temporary Project Elements	
Construction Compounds	There will be 34 Construction Compounds including 20 main Construction Compounds, 14 Satellite Construction Compounds required during the Construction Phase of the proposed Project. The main Construction Compounds will be located at each of the proposed station locations, the portal locations and the Dardistown Depot Location (also covering the Dardistown Station) with satellite compounds located at other locations along the alignment. Outside of the Construction Compounds there will be works areas and sites associated with the construction of all elements of the proposed Project, including an easement strip along the surface sections.
Logistics Sites	The main logistics sites will be located at Estuary, near Pinnock Hill east of the R132 Swords Bypass and north of Saint Margaret's Road at the Northwood Compound. (These areas are included within the 14 Satellite Construction Compounds).
Tunnel Boring Machine Launch Site	There will be two main tunnel boring machine (TBM) launch sites. One will be located at DASP which will serve the TBM boring the Airport Tunnel and the second will be located at the Northwood Construction Compound which will serve the TBM boring the City Tunnel.

Full details are set out in Chapter 4 (Description of the MetroLink Project) of the EIAR that accompanies the Railway Order and in the associated drawings.

During construction, it will be necessary to have main construction compounds, satellite construction compounds, an easement strip along the alignment and logistics sites. Further details of these are provided in Chapter 5 (MetroLink Construction Phase) of the EIAR.

The proposed Project is presented and assessed in the EIAR based on four distinct geographical areas as outlined in Table 2.2.

Table 2.2: Geographical Areas

Ref.	Geographical Section	Description of Extent of Geographical Section
AZ1	Northern Section	Estuary Station to DANP. It includes the railway crossing on a viaduct over the Broadmeadow and Ward Rivers and associated flood plains. This section will include open, retained cut, and cut and cover sections.

Ref.	Geographical Section	Description of Extent of Geographical Section
		Section AZ1 includes the Park and Ride facility at Estuary Station as well as stations at Seatown, Swords Central and Fosterstown.
AZ2	Airport Section	Section AZ2 of the proposed Project includes the ESBN connection and new substations, the DANP, the tunnel underneath Dublin Airport, Dublin Airport Station and DASP and associated intervention and ventilation tunnels.
AZ3	Dardistown to Northwood	Section AZ3 of the proposed Project covers from south of DASP to the Northwood Portal. Section AZ3 includes Dardistown station, the Dardistown Depot, ESBN connection and substations, the M50 viaduct, Northwood station and the TBM launch site at Northwood. This section will include open, retained cut, and cut and cover sections of the alignment.
AZ4	Northwood to Charlemont	Section AZ4 extends from a location south of the Northwood Portal to the tunnel termination located south of Charlemont Station, ten underground stations, and the Albert College Park Intervention shaft.

2.2 Project Location

The proposed Project will be located fully within County Dublin, passing through the administrative areas of Fingal County Council (FCC) and Dublin City Council (DCC). The geographical extent of the proposed Project is shown on Table 2.3 and Figure 4.1 in the EIAR Volume 4 Book of Figures. The station locations are listed in Table 2.3.

Table 2.3 Summary of Stations

AZ No.	Station Name	Level	Location
AZ1	Estuary	At surface	In farmland off the R132 adjacent to M1 Junction 4, north of the Broadmeadow River.
	Seatown	Retained cut	On the eastern side of the R132 Swords Bypass, south of Seatown Road Roundabout.
	Swords Central	Retained cut	On the eastern side of the R132 Swords Bypass, south-east of the Malahide Road Roundabout.
	Fosterstown	Retained cut	At Airside Retail Park, adjacent to the R132 Swords Bypass.
AZ2	Dublin Airport	Underground	Under the existing Terminal 2 surface carpark
AZ3	Dardistown	Retained cut	Located on an undeveloped site between Dublin Airport and M50 Motorway adjacent to the Dardistown Depot.
	Northwood	Underground	Under the R108 Ballymun Road near Northwood Avenue junction with access from both sides of the road.
AZ4	Ballymun	Underground	On the west side of the R108 Ballymun Road, by the old Ballymun Shopping Centre (now demolished).
	Collins Avenue	Underground	To the east of the R108 Ballymun Road, south of the junction with Collins Avenue and in front of Our Lady of Victories Church.
	Griffith Park	Underground	Under the playing pitch used by Home Farm Football Club, adjacent to the R108 St Mobhi Road at the entrance to Whitehall College of Education.
	Glasnevin	Underground	Just north of the Royal Canal along the R135 at Cross Guns Bridge. An Iarnród Éireann railway station will also be constructed here on the existing railway to provide for interchange between the Iarnród Éireann mainline and commuter services on the MGWR (Western Commuter Line/Maynooth line) and the GSWR (South-Western Commuter/Kildare line).
	Mater	Underground	Under the Four Masters Park to the south-west of the Mater Hospital.

AZ No.	Station Name	Level	Location
	O'Connell Street	Underground	Under a development area between O'Connell Street, Moore Lane and Henry Place and south of Parnell Street. Directly west of the O'Connell Street Luas Stop.
	Tara	Underground	Adjacent to the existing Tara Street Station to provide for interchange to DART and mainline train services.
	St Stephen's Green	Underground	Under St Stephen's Green East roadway and park.
	Charlemont	Underground	Under an area of land linked to the Carroll's Building on Grand Parade, in close proximity to the Charlemont Luas Stop.

2.3 AZ1 Northern Section

The Estuary Station and P&R Facility will be located in the Lissenhall area, approximately 560m south-west of Junction 4 of the M1. The P&R Facility will be a multi-storey car park with capacity to cater for 3,000 cars, with associated road, cycle and pedestrian infrastructure. Access to the station will require the construction of a public road connecting the R132 to the access to the P&R Facility. From Estuary Station and P&R facility, the proposed Project alignment will head south, passing over the Broadmeadow and Ward Rivers on the Broadmeadow and Ward River Viaduct. It will then pass to the east side of Balheary Park before going into a section of cut and cover under Estuary Roundabout on the R132 Swords Bypass.

South of Estuary Roundabout, the alignment will be in open cut for a short distance before entering another section of cut and cover to cross to the eastern side of the R132 Swords Bypass. This section of cut and cover will continue to a point south of Seatown Road Roundabout where Seatown Station will be located. The alignment between Seatown Station and Swords Central Station will be east of the R132 Swords Bypass. It will consist of sections of retained cut, with localised cut and cover sections under the Malahide Road Roundabout and at specific locations to allow reinstated access to some private properties and public open space areas at Estuary Court and Ashleigh Avenue. The alignment between Swords Central Station and Fosterstown Station will similarly consist of sections of retained cut, with cut and cover sections to support future eastern development access, and as required to pass under Pinnock Hill Roundabout. It will then cross to the western side of the R132 Swords Bypass just south of the existing junction of the R132 Swords Bypass, Nevinstown Lane and Boroimhe Road, in a further section of cut and cover construction.

Existing pedestrian bridges will be demolished and new pedestrian and cycling bridges are proposed at Seatown, Swords Central and Fosterstown Stations. To construct Fosterstown Station, the existing Smyth's toy store at Airside Retail Park will be demolished.

The alignment will then pass through existing agricultural lands, initially in retained cut, then on low embankments and cuttings, and will cross the Sluice River and Forrest Little Stream, which will be culverted.

Just north of the Naul Road, AZ1 will end where the DANP will be constructed as part of the single bore tunnel under Dublin Airport.

Associated works include utility diversions and associated works and landscaping.

The Project will coordinate with separate infrastructure projects, including the approved R132 Connectivity Project (An Bord Pleanála Ref. JP06F.310145) and the proposed Bus Connects project for the Swords corridor.

2.4 AZ2 Airport Section

The proposed Project alignment through the AZ2 section will enter the Airport Tunnel, north of Naul Road, via the Dublin Airport North Portal (DANP) and proceed south underneath Dublin Airport to exit at ground level via the Dublin Airport South Portal (DASP) south of the Old Airport Road The 2.3km tunnel will pass under the northern part of the airport apron, hangar areas, and internal roads before arriving at the new Dublin Airport Station located under an area currently occupied by the Terminal 2 surface car park within the area designated as a Ground Transportation Centre in the Dublin Airport Central Masterplan (FCC 2016). The Airport Tunnel continues south from the Dublin Airport Station, passing between Terminal 1 and Terminal 2 before emerging through DASP in agricultural land south of the airport in Dardistown.

One of the two GIS transmission power substations will be located near the DANP which will transform the incoming high voltage power supplied by ESBN to medium voltage power to operate the proposed Project.

2.5 AZ3 Dardistown Section

From the DASP, the alignment continues in a cut and cover section, rising in retained cut to Dardistown Station. The Dardistown Depot and associated buildings will be located to the west of the rail line and the station. Depot side lines will extend from Dardistown Station to the Depot to provide rail access.

From Dardistown Station the alignment will continue south, rising out of cut to cross over the M50 to the east of Junction 4 on a viaduct before descending to ground level, turning to the south-west and descending below ground level in cut and cover to pass under the R108 Ballymun Road to Northwood Station. The Northwood Portal for the City

Tunnel will lie immediately south of Northwood Station from where the alignment will continue in tunnel southwards toward the underground Ballymun Station.

The Dardistown Depot will cover an area of 19.5ha located between the Old Airport Road to the north and the M50 Motorway to the south. The Dardistown Depot will house the main stabling area for the proposed Project rolling stock, all the train maintenance facilities and the Operational Control Centre (OCC) for the safe operation of the proposed Project. The main vehicular access to the site is via Collinstown Lane (also known as the Old Airport Road) to the northwest of the depot. Further information on the operation of the Dardistown Depot is described in the EIAR Section 6.8 Chapter 6 (MetroLink Operations & Maintenance).

The Dardistown Station is located along the south-east boundary of Dardistown Depot, between Dublin Airport and the M50 and on the east side of the R132, in retained cut. A public access road will not be provided as part of the proposed Project as there will be no public access to and from this station in the opening year. The station will open to the public when plans for the development of adjoining lands are in place. In the interim period the station will be available solely for the use of personnel working in the Dardistown Depot who will be able to arrive and depart via MetroLink.

Associated works include utility diversions and improvements and landscaping.

2.6 AZ4 Northwood to Charlemont

AZ4 will be 9.4km long between Northwood Portal and the end of the alignment. The alignment will continue in tunnel from Northwood Station portal to Ballymun Station on the west side of the R108 Ballymun Road. It will then continue southwards to Collins Avenue Station. The route continues south to the southwest corner of Albert College Park where a tunnel intervention shaft will be located.

The alignment continues south under the R135 St Mobhi Road to Griffith Park Station and continues south passing under the Tolka River, residential areas and then crossing under the R135, now called Botanic Road. Continuing south, it will closely follow Botanic Road, before reaching Glasnevin Station, which will be a key interchange station providing direct interchange for customers to the Western Commuter Line and South-Western Commuter Line Iarnród Éireann services.

South of Glasnevin Station the alignment will pass under the Royal Canal moving slightly away from the R135 Phibsborough Road in a south-easterly direction towards Mater Station which is located in the Four Masters Park on the corner of Eccles Street and Berkeley Road.

From the Mater Station, the alignment will continue underground in a south-easterly direction descending towards O'Connell Street, progressing under rows of Georgian houses lining Blessington Street, Frederick Street North and Parnell Square East. The alignment will pass near to the Garden of Remembrance, the Rotunda Hospital and the Gate and Ambassador Theatres. O'Connell Street Station will be located within the planned development area immediately west of O'Connell Street and south of Parnell Street.

South of O'Connell Street Station the alignment passes under O'Connell Street, progressing east and under the City Centre area, where it will pass under the Luas Red Line near the Abbey Theatre. The alignment will then cross under the River Liffey towards Tara Station. The location for the Tara Station will be underneath an area bordered by existing railway to the east, Poolbeg Street to the north, Tara Street to the west and Townsend Street to the south.

Tara Station will be a major interchange station providing direct interchange for customers to train and DART services. From Tara Station the alignment will continue south and will pass under the eastern end of Trinity College Dublin (TCD) campus. The alignment will then proceed south of Leinster Street South, under several architecturally important buildings including Leinster House, Government Buildings, the National Gallery, National Library, and the National Museum of Ireland. The alignment will then pass under St Stephen's Green North before reaching St Stephen's Green Station.

St Stephen's Green Station will be located partially under the R138 St Stephen's Green East Road, and partially under the existing park, with the station entrance at the north-eastern corner of St Stephen's Green.

Continuing south-west, the alignment will follow St Stephen's Green East and will continue along Earlsfort Terrace, passing close to the National Concert Hall, at which point it will curve southwards and pass under Harcourt Terrace

and the Grand Canal before reaching Charlemont Station. Charlemont Station will be located on a site south of the 'Carroll's Building' on Grand Parade.

Charlemont Station has been designed to accommodate an interchange with the Luas Green Line services and will include an improved pedestrian link to the Charlemont Luas stop. The bored tunnel will continue southwards to allow for a turnback and will terminate approximately 360m south of Charlemont Station.

3. Planning and Development Context

3.1 Introduction

This section addresses the prevailing strategic planning policies context relating to the proposed Project.

It is set out as follows:

- International Policy Context;
- European Policy Context;
- National Policy Context;
- Regional Level Plans/Policy Context; and
- Local Policy Context.

The proposed Project is consistent with current transport policy and planning policy as set out in the various policy documents. Specific details for each of the policies and how the proposed Project complies with these, and regional and local policies, are outlined below.

The reference design which forms the basis of the proposed Project for which the Railway Order is being sought, reflects the requirements of the assessment presented in the accompanying EIAR in terms of mitigating potential environmental impacts. A number of potential inconsistencies with planning policy have been identified and there is a separate section in this report which addresses the underlying strategic importance of the proposed Project.

3.2 International Policy Context

3.2.1 United Nations 2030 Agenda (United Nations, 2015)

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). 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 below.

Image 3.1 The 17 Sustainability Goals (Source: United Nations)

The SDGs are integrated—they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability.

Sustainable Development Goals 9 and 11 are the most directly relevant to the proposed Project:

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.

3.2.1.1 Project Response

The proposed Project is supported by the goals and targets set out in the relevant SDGs. It will subsequently enable more efficient, safe and integrated sustainable transport movement along this alignment.

In Ireland, the SDGs are being implemented through the National Implementation Plan 2018-2020 (DCCAE 2018), which is in direct response to the 2030 Agenda. It provides a whole-of-government approach to implement the 17 SDGs.

3.3 European Policy Context

3.3.1 Smart and Sustainable Mobility Strategy 2020

The Smart and Sustainable 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 Project is '*Flagship 3 – Making interurban and urban mobility more sustainable and healthy*'. It states that:

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

A target of the strategy relevant to the proposed Project is to double safe bike lanes in cities within the European Union to 5,000km in the next decade.

3.3.1.1 Project Response

The proposed Project complies with this strategy as it ensures sustainable alignment in urban areas for planned growth with investment in infrastructure and the provision of employment, together with supporting amenities and services.

3.3.2 European Union (EU) Green Deal 2019

The EU Green Deal (European Commission 2019) sets out key policies aimed at cutting emissions and preserving the natural environment. It commits the EU to become climate neutral by 2050, with a reduction of between 50 to 55% by 2030 when compared to 1990 levels. By focusing on transport, buildings, and energy, the EGD is setting out a process to help everybody work together and try and move in the same direction.

A key component of the EU's Green Deal roadmap to transforming the EU's economy for a sustainable future is 'accelerating the shift to sustainable and smart mobility'. It seeks to reduce the transport sectors greenhouse gas emissions by 90% by 2050. *'The 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.'*

3.3.2.1 Project Response

The proposed Project complies with this policy, in particular with reducing the greenhouse gas emissions produced by transport through the transition away from private cars to more public transport options.

3.3.3 Trans – European Transport Network (TEN-T)

The TEN – T is a network of railways, water infrastructure, airports, and roads within the EU. It was adopted in 1996 by the European Commission. The current TEN-T Policy is outlined in Regulation (EU) No. 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network. The aims of TEN-T are to clear bottlenecks and barriers as well as enhancing social, economic and unity within the EU.

The specific TEN-T Policy objectives, in the context of all TEN-T's transportation modes, are summarised as:

- ***'Cohesion through**: Accessibility to remote, outermost and peripheral regions and a reduction of infrastructure quality gaps between member states. Cohesion for both passenger and freight traffic, interconnection between transport infrastructure for, on the other hand, long-distance and, on the other, regional, and local traffic;*
- ***Efficiency through**: Removal of bottlenecks and bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States territories and between them. The interconnection and interoperability of national transport networks. Efficient use of new and existing infrastructure;*
- ***Sustainability through**: Development of all transport modes in a manner consistent with ensuring transport that is sustainable and economically efficient in the long-term. Contribution to the objectives of low-greenhouse gas emissions and promotion of low-carbon transport with the aim of achieving a significant reduction in CO_2, in line with relevant Union COStil$_2$ reduction targets. Sustainability through environmental protection; and*
- ***Increasing the benefits for its users through**: Meeting the mobility and transport needs of its users within the Union and in relations with third countries. Ensuring safe, secure, and high-quality standards for both passenger and freight transport. Accessibility for elderly people, persons of reduced mobility and disabled passengers. '*

3.3.3.1 Project Response

The proposed Project helps to decarbonise transport in Ireland by prioritising sustainable transport modes in Dublin. Through access to Dublin Airport it increases connectivity between member states. It addresses a key infrastructure quality gap in the city centre and northern suburbs and provides a sustainable and low-carbon transport mode.

3.4 National Policy Context

The primary National Level plans and strategies relevant to the proposed Project are set out in the following sections.

3.4.1 National Planning Framework (Project Ireland 2040)

The National Planning Framework (NPF) is the Government's strategic framework to guide development and investment to enhance the wellbeing and quality of life of Irish people. The NPF, together with the National Development Plan (NDP) 2018-2027, was adopted in May 2018 and comprises Project Ireland 2040 - one vision for one country. The Plan'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 (NSO), shared benefits which the plan will deliver if implemented according to the objectives of the framework. There are ten National Strategic Outcomes, as follows:

1) Compact growth;
2) Enhanced regional accessibility;
3) Strengthened rural economies and communities;
4) High-quality international connectivity;
5) Sustainable mobility;
6) Strong economy supported by enterprise, innovation and skills;
7) Enhanced amenity and heritage;
8) Transition to sustainable energy;

9) Sustainable management of water and other environmental resources; and

10) Access to quality childcare, education and health services.

The descriptions of NSO4 and NSO5 contain policies, actions and investment that specifically references the proposed Project;

- NSO4 *'Enhancing land-side access, particularly in public transport terms, such as through the New Metro Link project in Dublin'* (National Planning Framework 2018, p.145);
- NSO5 *'Expand attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer-term population and employment growth in a sustainable manner through the following measures: Deliver the key public transport objectives of the transport strategy for the Greater Dublin Area 2016-2035 by investing in projects such as New Metro Link, DART Expansion Programme, BusConnects in Dublin and key bus-based projects in the other cities and towns'*; (National Planning Framework 2018, p.142)

3.4.1.1 Project Response

In addition to being specifically called out in NSO4 and NSO5, the proposed Project helps to facilitate the delivery of other NSOs. High capacity public transport strongly supports the concept of 'Compact Growth', as identified in NSO1 and integrated transport will improve accessibility. Specifically, two of the criteria of NSO1 will ensure that the proposed Project facilitate in delivering another sustainable transport option, vital for Dublin and its surrounding areas.

- NSO1 *'Improve accessibility to and between centres of mass scale and better integration with their surrounding areas'* (National Planning Framework 2018, p.139);
- NSO1 *'Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context'* (National Planning Framework 2018, p.139);

NSO7 seeks to deliver Enhanced Amenities and Heritage. Specifically, the following criterion is directly supported by the proposed Project:

- *NSO7 'Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity' (*National Planning Framework 2018, p.146);

The planning policies in the NPF are delivered as National Policy Objectives (NPOs) which integrate environmental considerations into land use planning. There are 75 in total. The proposed Project is related to and fulfils the following six NPOs:

- *NPO 5 'Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity'. (National Planning Framework 2018, p.56);*
- *Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area*. (National Planning Framework 2018, p.56);
- *NPO 54 'Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and the adaptation objectives, as well as targets for greenhouse gas emissions reductions'.* (National Planning Framework 2018, p.120);
- *NPO 56 'Sustainably manage waste generation, invest in different types of waste treatment and support the circular economy principals, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society'.* (National Planning Framework 2018, p.122);
- *NPO 64 'Improve air quality and help to prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings, homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions'.* (National Planning Framework 2018, p.129);
- *NPO 65 'Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and supports the aims of the Environment Noise regulations through national planning guidance and Noise Action Plans'.* (National Planning Framework 2018, p.129);

- *NPO 73c 'Planning authorities and infrastructure delivery agencies will focus on the timely delivery of enabling infrastructure to priority zoned lands in order to deliver planned growth and development*'. (National Planning Framework 2018, p.137);

The NPF sets the strategic context for the growth of Dublin to the year 2040. The NPF specifically references the proposed Project as one of the key future growth enablers for Dublin City to improve transport mobility via strategic infrastructure as bullet pointed below:

- *Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area (GDA) including Metro Link, DART expansion and the Luas green line link to Metro Link'* (National Planning Framework 2018, p.37); and
- *'Improving access to Dublin Airport, to include improved public transport access, connections from the road network from the west and north and in the longer term, consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification'* (National Planning Framework 2018, p.37).

The NPF clearly identifies the proposed Project as being of strategic and national importance.

3.4.1.2 Project Response

The proposed Project complies with the NPF goals by way of delivering a high-quality, green, sustainable key public transport mode, that helps the transition towards a low carbon and climate resilient society. This will ensure the creation of a more attractive, liveable urban place accommodating the projected growth of this corridor of the city region by 2040.

3.4.2 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 NDP (Government of Ireland 2021a) and the NPF (Government of Ireland 2018b) combine to form Project Ireland 2040. The NDP 2018 – 2027 and the NPF were adopted in May 2018. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an 'Infrastructure-led recovery' and 'green recovery' in the wake of Covid-19. The revised NDP 2021-2030 was adopted in October 2021. The NDP is the National capital investment strategy plan. It sets out the framework of expenditure commitments to secure the Strategic Investment Priorities to the year 2030 and support the delivery of the 10 NSO's identified in the NPF, and described in Section 3.4.1 as applicable to the proposed Project. The NDP under Section 4.1 (National Strategic Outcomes) sets out '*This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030.*'

Under the heading 'Major investments the NDP' sets out that *'This NDP will be the largest and greenest ever delivered in Ireland, with a particular focus on supporting the largest public housing programme in the history of the state. While many of the investments in his 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 Metrolink under NSO 4 'Sustainable Mobility'.

In Section 3.9 'Catalysing the shift towards accessibility-based mobility systems' it comments that *'These measures include significant expansions to public transport options, including capacity enhancements on current assets and the creation of new public transport links through programmes such as MetroLink.'*

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: Metrolink.

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

It continues:

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

It further states:

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

It also highlights that:

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

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

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

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

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

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

It also sets out that:

'MetroLink is the largest investment project in this NDP and likely the largest ever public investment project in the history of the State. Once completed MetroLink will provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre. This new link will form a key spine of the overall integrated public transport system for Dublin, alongside BusConnects and DART+, and facilitate compact, transport-led development at key locations. During peak periods MetroLink will operate every three minutes in its early years and is ultimately designed to operate every 90 seconds when demand levels require this frequency.'

3.4.2.1 Amendments to National Strategic Outcomes

It is noted that the explanatory text under each NSO within the NPF has not been fully replicated within the revised NDP. Table 3.1 below sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP.

Table 3.1: Differences in the wording of the planning policies

NFP	Revised NDP	Explanation
NSO1 Compact Growth *'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*	**NSO1 Compact Growth** *'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*	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

NFP	Revised NDP	Explanation
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.'	*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.'*	within urban settlement 'potential development areas'.
NSO4 Sustainable Mobility *'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.'*	**NSO4: Sustainable Mobility** *The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: 'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'*	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.'*
NSO5 A Strong Economy supported by Enterprise, Innovation and Skills *'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.'*	**NSO5 A Strong Economy supported by Enterprise, Innovation and Skills** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows*: '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.'*	The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, Covid-19, digitization and the transition to a 'low carbon economy'.
NSO6 High-Quality International Connectivity *'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*	**NSO6 High-Quality International Connectivity** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: *'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*	The revised NDP maintains the objectives of NPF NS06 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.

NFP	Revised NDP	Explanation
signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'	*underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'* It also comments '*Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.*'	
NSO7 Enhanced Amenity and Heritage *'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.'*	**NSO7 Enhanced Amenity and Heritage** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: *'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.'*	The revised NDP maintains the objectives of NPF NS07.

3.4.2.2 Project Response

Overall, the proposed Project is identified as the largest public investment project, with an associated investment commitment, which has been determined as central to the delivery of the NPF vision.

The NDP clearly identifies the proposed Project as being of strategic and national importance.

3.4.3 National Investment Framework for Transport in Ireland 2021

The Department of Transport (DoT) has updated the Strategic Investment Framework for Land Transport and this is now referred to as the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021) to ensure alignment with the policies of the NPF. The NIFTI sets out the DoT's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. The NPF and its projections around population and settlement patterns are central to the development of NIFTI. The purpose of NIFTI is to enable the delivery of Project Ireland 2040 and the ten 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 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:

3.4.3.1 Modal Hierarchy

The NIFTI Modal Hierarchy is:

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

Active travel is a mode of travelling with a purpose using a person's own energy, usually in the forms of walking and cycling.

'future transport planning will prioritise sustainable modes, while acknowledging that the private car travel will remain an important mode of travel in much of Ireland.

NIFTI 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.'

3.4.3.2 Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

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

'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.

3.4.3.3 Project Response

The proposed Project is compliant with NIFTI as it will provide accessible and reliable public transport. Access to the infrastructure is prioritised for active travel users at all stations, although at Estuary, the majority of use will be through the P&R Facility. At Estuary, where private car access is the significant user element, this is to reduce the volume of private car use within the city, by encouraging transfer to public transfer for an element of the journey.

NIFTI recognises that active travel is the most sustainable mode of travel and acknowledges that the attractiveness of this mode is dependent on infrastructure, such as dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points. The proposed Project supports sustainable transport modes and provides improved infrastructure for associated infrastructure to support active travel. This includes the provision of cycle parking facilities at stations, connecting to existing and permitted active travel routes and enhancing the public realm in the vicinity of the stations.

3.4.4 Smarter Travel – A Sustainable Transport Future; A New Transport Policy for Ireland 2009- 2020

Smarter Travel - A Sustainable Transport Future is the national planning policy document to deliver an integrated transport policy for Ireland as supported by Government. It set 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 2009-2020. Smarter Travel also provides funding to provide information and improve facilities for cyclists, walkers and public transport users. The vision presented in the document is summarised by five key goals:

1) '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 transportation;
2) Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
3) Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
4) Reduce overall travel demand and commuting distances travelled by the private car; and
5) Improve security of energy supply by reducing dependency on imported fossil fuels' (Smarter Travel, p.27).

To achieve a shift to *sustainable* transport, the document identifies a series of 49 actions that will have complementary impacts in terms of travel demand and emissions and can be grouped into four overarching goals:

Action number 2 states:

'*We will ensure better integration of land use planning and transport policies in relevant planning guidelines as part of their ongoing review and we will avail of policy directives to give effect to specific measures needed to meet the vision of sustainable travel…'* (Smarter Travel, p.33).

3.4.4.1 Project Response

The delivery of the proposed Project will improve the public transport and reduce emissions from the transport sector by responding to all of the five goals outlined in the vision. The proposed Project will alleviate the reliance of fossil fuel-based transport, improve the efficiency of the transport network through the integration of active travel modes and public transport. Whilst the proposed Project is not specifically referenced in this policy document, it will contribute towards achieving an improved public transport system in Dublin and support movement to more sustainable modes.

3.4.5 The National Cycle Policy Framework 2009-2020

The National Cycle Policy Framework 2009-2020 (NCPF) is Ireland's cycling policy framework. The vision is to create a strong cycling culture in Ireland, '*Cycling will be a normal way to get about, especially for short trips'* (NCPF 2009-2020, p.6). It outlines 19 specific objectives, so that by the year 2020 10% of all journeys made are by bike. This policy framework outlines a breadth of interventions to make cycling easier and safer.

The interventions specific to the proposed Project are:

'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. We will also ensure that intercity and suburban trains have proper provision for the carriage of bikes – either on all services or (in the case of sub-urban trains) on off peak (counter-peak) services.' (NCPF 2009-2020, p.8)

One of the objectives that relate to bike parking and encourage a cycling culture is *'Objective 7: provide secure parking for bikes.'* (NCPF 2009-2020, p.27).

'Objective 8: Ensure proper integration between cycling and public transport' (NCPF 2009-2020, p.28) will assist in increasing the catchment area for cyclists where there is high quality cycling parking at public transport stops and stations.

3.4.5.1 Project Response

The proposed Project complies with the NCPF through providing and facilitating safe cycling access to each station in line with adopted cycle infrastructure plans and strategies and the provision of secure cycle parking facilities at stations as required.

3.4.6 The White Paper, Ireland's Transition to a Low Carbon Energy Future 2015-2030

The White Paper; Ireland's Transition to a Low Carbon Energy Future 2015-2030 is a statement of Government policy in the energy sector. It sets out an energy policy framework up to 2030 and outlines a transition to a low carbon energy system for Ireland by 2050. It is a high-level policy framework and does not set specific targets or detailed policy measures. The objective is to guide a transition to a low carbon energy system, which provides secure supplies of competitive and affordable energy to citizens and businesses.

In relation to transport, the actions that commit to supporting energy efficiency and transport in paragraph numbered 173 are as follows:

'To support energy efficient and renewable transport, we will: …

- *…support transport modal shift through better alignment of land use and transport planning and a continuation of smarter travel programmes administered by the Department of Transport, Tourism and Sport….*
- *…support the introduction of a suite of initiatives to improve the energy efficiency of the rail network…*
- *…support further rail electrification…'* (Ireland's Transition to a Low Carbon Energy Future, p.66-67)

3.4.6.1 Project Response

The proposed Project will support and facilitate the shift to support energy efficient and renewable transport through encouraging modal shift towards lower energy intensive public transport, to support Ireland's climate ambitions and increase resilience to future climate change.

3.4.7 Climate Action Plan 2023 and 2024

Since the submission of the Railway Order application, there have been a series of changes in relation to Climate Action. The most recent Climate Action Plan (CAP) at that time was the 2021 CAP (CAP21).

Two more CAP have since been published, the currently adopted 2023 Climate Action Plan (CAP23) and the draft 2024 Climate Action Plan (CAP24) - both of which view MetroLink as integral.

CAP23 speaks to MetroLink as being one of the major infrastructure projects that is needed to significantly improve the attractiveness, capacity and frequency of public transport services which are necessary to achieve modal shift and associated reduction in fossil-fuelled vehicle kilometres travelled and the advancement of MetroLink Planning pending An Bord Pleanála approval is listed under Action TR/23/36*(TF)

Draft CAP24 states that MetroLink is one of the significant new public transport infrastructure elements that: *"is required to deliver on our carbon emissions reduction targets, and to provide people with the sustainable alternatives to private car usage*".

CAP21, CAP23 and CAP24 have clear alignment of purpose, which is to ensure Ireland's is on track for net carbon zero target for 2050, which is set out as the national climate objective in Section 3 of the 2015 Climate Action and Low Carbon Development Act (No. 46 of 2015), which was amended by the Climate Action and Low Carbon Development (Amendment) Act 2021 (No. 32 of 2021).

"3. (1) The State shall, so as to reduce the extent of further global warming, pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy"

Each CAP builds on the last, refining the targets and actions that needs to be put in place in order to active our 2030 and 2050 carbon objectives.

Key elements in CAP23 and CAP24 that are pertinent to MetroLink include:

- *Adoption of the 'Avoid-Shift-Improve' framework for Transport:*

  "developing services, communities, and infrastructure in such a manner as to AVOID the need to travel as much as we do today;

  improving the relative attractiveness of sustainable travel modes such as Public Transport, Cycling and Walking, to SHIFT away from car use; this will facilitate increased use of lower-carbon modes and reduce the percentage of total journeys that are made by private car (modal share) from over 70% (today) to just over 50% in 2030; and

  complement these measures by increasing the proportion of EVs in our car fleet to 30% by 2030, which will IMPROVE the efficiency of the national car fleet; electrification of the freight and public transport sector will also be key."

- *There is a target to reduce the embodied carbon in construction materials by 10% for materials produced and used in Ireland by 2025 and by at least 30% for materials produced and used in Ireland by 2030;*
- *A public sector requirements of low carbon construction methods and low carbon cement material will be specified as far as practicable;*
- *An action for public sector procurement contracts for delivery and haulage should specify zero-emissions vehicles where possible; and*
- *By 2030 all new buildings will be required to be designed and constructed to Zero Energy Building (ZEB) standard with energy performance targets to be set for 2031 to 2035 (not yet released).*

3.4.7.1 Project Response

The implications the updated CAPs on MetroLink can be considered opportunities for MetroLink to show its commitment to assisting in Ireland transition to Net Zero by 2050, due to the direct and indirect decarbonisation.

- MetroLink contributes towards the Shift and Improve mechanisms of the CAP24 framework for improving transport emissions.
  - SHIFT by providing a frequent (up to every 90 seconds at peak time), reliable (no road congestion to deal with) and high-capacity rail service, which removes 800,000 annual private car trips, and
  - IMPROVE by providing electrification of the public transport system powered by renewable energy.
- MetroLink will commit to complying with all targets set out for public bodies in CAP23 and CAP24 (once adopted). This includes only procuring from suppliers that met the industry carbon reduction targets and specification of low carbon construction methods and low carbon cement material, as far as practicable.
- MetroLink aims to supply 10% of the operational power through on-site renewables. While not all stations can have solar for practical reasons, the on-site renewables across the scheme will sufficiently generate capacity. In addition, operational power will be increased to at least 90% of the station and traction requirement from renewable power due to Corporate Power Purchase Agreements (CPPAs).

3.4.8 National Adaptation Framework 2018 accompanied with Sectoral Adaptation Plan for Transport Infrastructure 2019

The National Adaptation Framework 2018 (NAF) is a statutory framework that outlines the government's approach to climate adaptation in Ireland, setting out the national strategy to reduce the vulnerability of the country to the negative effects of climate change and to gain from any positive impacts. Under the NAF, Government departments are required to prepare sectoral adaptation plans in relation to a priority area that they are responsible for. The NAF enables climate resilience actions to be mainstreamed into all national policy making as well as regional and local planning policies.

The Sectoral Adaptation Plan for Transport Infrastructure 2019 (SAPTI) sets policy on adaptation strategies for transport, will help to build adaptive capacity within the sector's administrative structures and assist organisations to better understand the implications of climate change for Ireland and how it may impact on transport infrastructure and services.

The overarching goal of transport adaptation planning is to ensure that the sector can fulfil its continuing economic, social and environmental objectives by ensuring that transport infrastructure is safeguarded from the impacts of climate change. The objectives set out in the plan are:

1) Improve understanding of the impacts of climate change on transport infrastructure, including cross-sectoral cascading impacts, and close knowledge gaps;
2) Assist transport stakeholders in identifying and prioritising climate risks to existing and planned infrastructural assets and enabling them to implement adaptation measures accordingly; and
3) Ensure that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure.' (SAPTI 2019, p.84).

In relation to proposed transport adaptation actions under Objective 3 states:

'Action 17 - Strengthen sectoral adaptation responses by ensuring that climate resilience is considered in appraisal guidance, including in the update to the Common Appraisal Framework, for all future transport infrastructure projects over appropriate timescales.

Lead – DTTAS.

Stakeholders – Transport infrastructure agencies and public transport service providers, including NTA; CIÉ; TII; Dublin Bus; Bus Éireann; Go-Ahead Ireland'. (Sectoral Adaptation Plan for Transport Infrastructure 2019, p.86).

3.4.8.1 Project Response

The proposed Project complies with the objectives and actions set out in the plan. Responses to risks from climate change on the integrity of the infrastructure has been central to the design approach taken. A Stage 1 Flood Risk Identification has been carried out in respect of the proposed Project. A Stage 2 Initial Flood Risk Assessment and a Stage 3 Detailed Flood Risk Assessment will be carried out for the proposed Project.

[It is noted that a review of the NAF is currently ongoing. It has been reported that the first draft of this review will be made available by the end of 2023. Any potential implications for the proposed Project will be assessed once the draft review is available.]

3.4.9 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 - 2040 (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 Sustainable Development Goals (SDGs). It follows the first National Implementation Plan (2018).

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 3.2.

Table 3.2: Sustainable Development Goals and Targets aligned with the proposed Project

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.

3.4.9.1 Project Response

The proposed Project will deliver a high quality, reliable, sustainable and resilient public transport project that will provide access to all.

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

Investing in Our Transport Future – Strategic Investment Framework for Land Transport (DTTAS 2015) (hereafter referred to as SILFT) sets out the priorities to guide the allocation of future investment to develop and manage Irelands 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'.*

Urban Congestion and maximising the contribution of land transport networks to our national development are key priorities of the SILFT Measures to address both, 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 overall outcomes of transport investment, as governed by these principles, should maintain and improve the quality of life of citizens and be consistent with environmental, climate and biodiversity objectives, imperatives and obligations, including those arising from the EU Habitats Directive';*
- *'The next key priority for investment involves measures to address current and future urban congestion and to improve the efficiency and sustainability of urban transport including improved and expanded public transport; capacity and walking and cycling infrastructure, improved traffic management and bus priority; and more and better 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'.*

3.4.10.1 Project Response

The proposed Project will improve the transport system through Dublin city, reducing congestion in Dublin City Centre from private vehicles, which in turn will align the future land use and transport planning regarding spatial planning.

3.4.11 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (Department of Transport, 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.'*

1) The Policy includes three key principles, as follows:
2) Safe and Green Mobility;
3) People Focused Mobility; and
4) Better Integrated Mobility.

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

The policy document supports safe and green mobility through '*Commencing construction of MetroLink in Dublin'.*

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.'

It 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.'

It further states:

'Over the period of this Policy, construction of MetroLink in Dublin will commence which, once completed, will provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre. This new link will form a key spine of the overall integrated public transport system for Dublin'

Table 3.3: National Sustainability Policy Principles and Goals

Principle	Goal	
Safe and Green Mobility	*'Improve mobility safety.'*	*'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.'*
	'Decarbonise public Transport.'	*'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.'*
	'Expand availability of sustainable mobility in metropolitan areas.'	*'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fueled cars by 2030.'*
	'Expand availability of sustainable mobility in regional and rural areas.'	*'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'*
	'Encourage people to choose sustainable mobility over the private car.'	*'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioral change and demand management measures.'*
People Focused Mobility	*'Take a whole of journey approach to mobility, promoting inclusive access for all.'*	*'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*

Principle	Goal	
		infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'
	'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'	'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.'
	'Promote sustainable mobility through research and citizen engagement.'	'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.'
Better Integrated Mobility	*'Better integrate land use and transport planning at all levels.'*	*'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'*
	'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'	'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.'

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).

3.4.11.1 Project Response

The proposed Project directly addresses each of the Principles and Goals of the National Sustainable Mobility Policy, through the delivery of safe and sustainable public transport project focused on the public over private transport and integrated with existing and proposed public transport infrastructure. Notably, the plan itself highlights the role that Metrolink will play in delivering on the principles of the National Sustainable Mobility Policy, '*Over the period of this Policy, construction of MetroLink in Dublin will commence which, once completed, will provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre. This new link will form a key spine of the overall integrated public transport system for Dublin*' and therefore clearly identifies the proposed Project as being of strategic and national importance.

3.4.12 Department of Transport Statement of Strategy 2023-2025

The Department of Transport published their Statement of Strategy in September 2023 and has a stated mission, '*to deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses*.' The Statement of Strategy 2023-2025 builds on the previous Statement of Strategy and continues to build on the 6 No. strategic goals and continues to work towards achieving the commitments set out in the Programme for Government: Our Shared Future.

The 6 No. strategic goals are as follows:

- Connectivity;
- Sustainability: Economy, Environment and Society;

- Safety, Security and Accessibility;
- Effective Regulation;
- Stakeholder Engagement; and
- Organisational Excellence and Innovation

The progression of MetroLink is included under Strategic Goal 2: Sustainability: Economy, Environment and Society. It is noted that under this goal, the Department will '*accelerate modal shift to public transport, improving the transport choices available to people'* through the '*continued progression of BusConnects, DART+ and MetroLink programmes*.'

The Statement of Strategy further highlights the commitment to the progression of MetroLink under the Programme for Government: Our Shared Future, where as part of the mission for delivering on transport infrastructure, '*the Government will prioritise plans for the delivery of Metrolink, Luas and other light rail expansion*.'

The Statement of Strategy anticipates that the Metrolink enabling works contracts are to be commenced towards the end of the strategy period in 2025.

3.4.13 National Transport Authority Statement of Strategy 2023-2025

The NTA published their fifth Statement of Strategy in December 2022 which has a stated mission 'To connect Ireland's people and places, by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions.'

The Statement of Strategy 2023-2025 takes account of the various changes and updates that have occurred in the provision of transportation infrastructure projects. The Statement of Strategy recognises the lodgement of the Railway Order for Metrolink as a key success in the intervening period and it is noted that '*Government have approved the preliminary business case and the railway order application for MetroLink has been submitted to An Bord Pleanála.*'

3.5 Regional Level Plans / Policy Context

3.5.1 Greater Dublin Area Transport Strategy 2022-2042

The Greater Dublin Area Transport Strategy 2022-2042 (NTA 2021) (hereafter described as the GDATS) was published in January 2023. The overall aim of the strategy is '*To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy.'* A key focus of the strategy is to enable increased use of other transport modes to meet environmental, economic and social objectives related to emissions, congestion and car dependency.

The GDATS sets four objectives, as follows:

- *An Enhanced Natural and Built Environment*
- *Connected Communities and Better Quality of Life*
- *A Strong Sustainable Economy*
- *An Inclusive Transport System*

The GDATS sets out the necessary transport provision, for the period up to 2042, to achieve the above objective for the region.

The proposed Project is an essential major programme identified in the GDATS. Section 4.3.1 specifically relates to the proposed Project:

Key future growth enablers directly related to transport include:

- *Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including MetroLink and the DART+ Programme (previously referred to as DART Expansion);*

The GDATS identifies that the proposed Project is consistent with the Regional Planning Objectives set out in the Regional Spatial and Economic Strategy for the Eastern and Midland Region, (Section 3.6.3 below) particularly:

- *RPO 4.31: Support Swords-Dublin Airport as a key location for airport-related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink;*
- *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;*

The delivery of the proposed Project is highlighted under Section 12.3 Light Rail, where MetroLink is recognised, running from Estuary to Charlemont, with potential separate future enhancements south from Charlemont,

'Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise'. (12.3.2)

It is further supported by the following measure:

Measure LRT1 – MetroLink

A Railway Order application for the MetroLink was made to An Bord Pleanála in 2022. Subject to receipt of approval, it is intended to proceed with the construction of the project.

The GDATS provides policy support for the proposed Project Depot:

Measure LRT12 – Additional Depot Facilities

It is intended to provide additional depot facilities as required to cater for an expanded light rail network.

The GDATS anticipates that as sustainable transport modes and catchment areas increase over time, the following measure will be applicable to ensure the users/passengers can interchange more easily:

Measure INT5 – Major Interchanges and Mobility Hubs

It is the intention of the NTA, in conjunction with TII, Irish Rail and the local authorities, to deliver high quality major interchange facilities or Mobility Hubs at appropriate locations served by high-capacity public transport services. These will be designed to be as seamless as possible and will incorporate a wide range of facilities as appropriate, such as cycle parking, seating, shelter, kiosks selling refreshments plus the provision of travel information in printed and digital formats.

The GDATS identified the Metrolink interchange with Dart +, noting that Dart + West includes:

'Integration with a combined metro / rail station to be developed at Glasnevin under the MetroLink project to serve both the Maynooth Line and Kildare Line';

The relationship between the proposed Project and the existing station at Tara is set out in Section 12.4.13.

'In addition, a major upgrade of Tara Station will be undertaken to facilitate enhanced interchange between MetroLink and the DART network.' (12.4.13)

The future relationship with the Dart Underground project is also established.

Measure RAIL2 – DART+ Tunnel

An alignment for the DART+ Tunnel will be preserved and protected to allow its future delivery subsequent to the strategy period, but subject to periodic review to determine whether earlier implementation is required by emerging transport patterns.

The GDATS identifies future improvements to the national road network, that would support the proposed Project:

During the period of the Strategy it is intended to further manage, develop and enhance the national road network including the delivery of the following projects:

Improvements to the Lissenhall junction on the M1, supporting the delivery of a Metrolink Park and Ride facility at this location;

Section 9 sets out the Park and Ride strategy for the region, including the proposed Park and Ride for Lissenhall.

Table 9.1 Park and Ride M1/N1 Corridor sets out the indicative no. of spaces to be provided as 1,000 for bus and 3,000 for Metro.

3.5.1.1 Project Response

The GDATS clearly puts the delivery of the proposed Project at the heart of its objectives. This includes a commitment to protect and deliver a high-capacity high-frequency public transport link to serve the corridor to Swords and Dublin Airport, serve institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and provide a strategic P&R Facility north of Swords.

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

The principal purpose of the Regional Spatial and Economic Strategy (RSES) 2019-2031 is to support the implementation of the Project Ireland 2040 through the NPF, the NDP and the economic policies by providing a long-term strategic planning and economic framework for the development of the Region. 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 June 2019 by the Eastern and Midland Regional Assembly and replace the previous Regional Planning Guidelines for the Greater Dublin Area 2010-2022.

The RSES provides key principles for environmental, economic and social of 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 Strategy develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the United Nations Sustainable Development Goals, EU thematic objectives and the National Planning Framework.

The RSOs relevant to the proposed Project 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 set out as Regional Policy Objectives (RPOs). Those RPOs that relate to Growth Strategy and People and Place that refer to the proposed Project are as follows:

RPO 3.2: Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin city and suburbs and a target of at least 30% for other urban areas.

'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'. (Regional Spatial Economic Strategy 2019, p.41).

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'. (Regional Spatial Economic Strategy 2019, p.51).

RPO 4.31: Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink.

The RSES incorporates the Dublin Metropolitan Area Strategic Plan which identifies the strategic planning and investment framework to enable growth. The Dublin MASP is aligned with the Regional Strategic Outcomes in the RSES to allow integrated transport and land use. The vision for the MASP is as follows:

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

To achieve the vision, the MASP sets Guiding Principles. Those most relevant to the proposed Project are set out below.

Dublin as a Global Gateway – In recognition of the international role of Dublin, to support and facilitate the continued growth of Dublin Airport and Dublin Port, to protect and improve existing access and support related access improvements.

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.

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 waste water, sustainable energy, waste management and resource efficiency.

The MASP seeks to target and concentrate growth along corridors in the region. One of the corridors selected is the 'Metrolink – Luas' corridor.

'The development of the proposed Metrolink project, subject to appraisal and delivery post 2027, will unlock significant long-term capacity in Swords-Lissenhall and in South Fingal - Dublin Airport, subject to the protection of airport capacity and accessibility. Proposed upgrades to the existing LUAS Green line will support development in the south county at Sandyford, Cherrywood and Ballyogan.' (Regional Spatial Economic Strategy 2019-2031, p. 102).

The MASP identifies significant growth in the corridor for Swords. In the short to medium term in Swords, the strategy explicitly supports '*sequential development of strategic residential sites within Swords and development of Oldtown-*Mooretown *lands'* and *'Airport related,* commercial *facilities and employment linked to development of Metrolink*'. In the medium to long term in Swords, the strategy explicitly supports *'new mixed-use urban district on the northern side of Swords linked to delivery of Metrolink'* and the *'Development of high-tech research and development employment within a campus setting at Lissenhall East'.*

A number of RPOs in the MASP are relevant to the proposed Project.

'RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects 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'. (Regional Spatial Economic Strategy 2019, p.107).

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.' (Regional Spatial Economic Strategy 2019, p.107).

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.

The MASP sets out a list of key transport infrastructure investments in the metropolitan area as supported by national policy,

- *New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook*
- *Complete construction of Metrolink from Swords to Sandyford and consider underground extensions to other locations from Charlemont*
- *LUAS Green Line Capacity Enhancement in advance of Metrolink*

These investments are reiterated in Chapter 8 (Consultation) on the theme of connectivity. Chapter 8 (Consultation) also identifies the potential for strategic P&R.

'RPO 8.14: The RSES supports delivery of the strategic park and ride projects set out in Table 8.5 subject to the outcome of appropriate environmental assessment and the outcome of the planning process. (Regional Spatial Economic Strategy 2019, p.193).

The locations for 'New and Enhanced P&R' in the region, as set out in Table 8.5 includes Swords.

The proposed Project is also identified for its importance in enhancing access to Dublin Airport.

RPO 8.18: Improved access to Dublin Airport is supported, including Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.

3.5.2.1 Project Response

The proposed Project 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 Midland Region including the Dublin Metropolitan Area Strategic Plan area. The proposed Project will integrate transport with land use planning. The delivery of a high-capacity public transport corridor will enable and support delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area, with a particular opportunity to deliver planned residential and employment growth at Swords.

Therefore, the RSES clearly identifies the proposed Project as being of strategic and national importance.

3.5.3 Greater Dublin Area Cycle Network Plan 2022

The Greater Dublin Area Cycle Network Plan (GDACNP) 2022 is a regional level plan for an integrated cycle network across the seven local authorities of the GDA and forms part of the 2022 GDA Transport Strategy (NTA 2022) (as adopted in January 2023).

The proposed network comprises the following types of routes:

- Primary;

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

The strategy 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'

3.5.3.1 Project Response

The proposed Project facilitates the delivery of the Greater Dublin Area Cycle Network Plan in its design. At each location where the proposed Project interfaces with elements of the GDACNP, the proposed Project has provided connectivity to the GDACNP at stations, and onward connectivity across the route alignment.

3.6 Local Policy Context

3.6.1 Fingal County Council

3.6.1.1 Fingal Development Plan 2023-2029

The strategic vision of the FDP 2023-2029 seeks that,

'Fingal will embrace healthy place-making and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected.

Fingal will continue to be a County of distinctive environmental, historical and cultural assets and local communities, with sustainable development fostering a high-quality of life for those who live, work and visit here. A sustainable future for the County will be based on the interdependence of the themes of economic growth, social progress and environmental quality with the aim of increasing the County's self-reliance and resilience.

This Plan will ensure the continued growth of the County in a sustainable way and ensure the County continues to develop as a series of well-serviced, well-connected towns, villages and communities and a low carbon economy. In working to deliver all of this, we are committed to engaging with stakeholders, including local communities and residents to develop better solutions to the complex challenges we face and provide an improved quality of life for all.

The proposed Project forms a key element of the strategic direction of growth of the county, identifying that '*the development of the proposed Metrolink project, subject to appraisal and delivery post 2027, will unlock significant long-term capacity in Swords-Lissenhall and in South Fingal – Dublin Airport, subject to the protection of airport capacity and* accessibility.' (page 71)

The below policies and objectives, contained within the core strategy of the FDP highlight the central role of the proposed Project,

'Policy CSP26 – Consolidation and Growth of Swords

Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP.

Policy CSP29 – Promote and Facilitate Metrolink

Promote and facilitate the development of Metrolink, connecting Swords to the Airport and on to the City Centre.

Objective CSO43 – Swords – Dublin Airport

Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink.'

Chapter 6 of the FDP (Connectivity and Movement) under the heading 'Public Transport' recognises the role of transportation policy in addressing climate change. The Plan highlights the need to shift towards sustainable transport modes. It aims to facilitate this through designing the county's built environment to prioritise more sustainable travel options and promotion of the most carbon efficient modes.

The FDP recognises the opportunity afforded by the proposed Project to facilitate compact growth through the integration of land use and transport and directly supports the delivery of Metrolink. A number of policies and objectives are relevant to Metrolink as follows:

Policy CMP1 – Decarbonisation of Motorised Transport

'Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.'

Objective CMO1 – Transition to Sustainable Modes

'Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.'

Policy CMP 3 – Integrated Land-Use and Transport Approach

'Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.'

Objective CMO3 – Integration of Public Transport and Development

'Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County.'

Policy CMP 6 – Integrated Transport Network

'Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region'.

Policy CMP 10 – Bicycle Infrastructure

'Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.'

Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment

'Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian / cyclist environment that is safe, accessible to all in accordance with best accessibility practice.'

Policy CMP18 – Public Transport

'Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport.'

Objective CMO23 – Enabling Public Transport Projects

'Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.'

Objective CMO24 – NTA Strategy

'Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.'

Policy CMP21 – Park and Ride

'Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy.'

Policy CMP22 – Mobility Hubs

'Support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared and personal mobility initiatives with a focus on ease of connectivity and quality public realm.'

Objective CMO34 – Dublin Airport and MetroLink

'Promote and facilitate the development of MetroLink, connecting Swords to the Airport and on to the City Centre.'

Zoning Objectives

The FDP establishes a number of zoning objectives to regulate and manage future land uses within the county area. The proposed Project passes through or under the zoning objectives set out in Table 3.4.

In each of the zoning objectives that are affected by works, the proposed Project has been designed to ensure that the overall objective of the relevant zoning will delivered as a result of the project (such as in the case of reinstating open space lands) or facilitating the future delivery of the zoning objective (such as establishing access to lands zoned for Metro Economic Corridor and orientating works in line with adopted masterplans or Local Area Plans). Descriptions of the works proposed at each of the stations and elements of the alignment are set out in Section 4 demonstrating how the zoning objective is to be achieved or facilitated. Table 3.4 shows the zoning objectives that apply to the lands through which the proposed Project passes.

Table 3.4: FCC Zoning Objectives

Zoning Objective	Vision	Objective
'MRE'- Metro and Rail Economic Corridor	*Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure*	*Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor.*
'OS'- Open Space	*Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.*	*Preserve and provide for open space and recreational amenities.*
'HA'- High Amenity	*Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity potential of these areas opportunities to increase public access will be explored.*	*Protect and enhance high amenity areas.*
'RS'- Residential	*Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.*	*Provide for residential development and protect and improve residential amenity*
'MC'- Major Town Centre	*Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric.*	*Protect, provide for and/ or improve major town centre facilities*
'HT'- High Technology	*Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity*	*Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment*
'RA'- Residential Area	*Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities*	*Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.*
'RW'- Retail Warehousing	*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.*	*Provide for retail warehousing development.*
'GB'- Green Belt	*Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii)*	*Protect and provide for a Greenbelt*

Zoning Objective	Vision	Objective
	between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas	
'DA'- Dublin Airport	*Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use*	*Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan.*
'GE'- General Employment	*Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible*	*Provide opportunities for general enterprise and employment*

Figures 1 and 2 show the project alignment as it passes through the zoned lands in the FDP.

Within the FDP, the following approach is taken to the uses permitted under each of the zoning objectives. Each land use zoning objective has a supporting Vision which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' are assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision as shown in Table 3.5. The following sections identify the primary uses proposed within the project and how they comply with the underlying zoning objectives through which the proposed Project passes where a use associated with the proposed Project is neither 'Permitted in Principle' nor 'Not Permitted' under the zoning objective affected.

Table 3.5 Fingal County Development Plan 2023-2029 - Use Classes Relevant to the proposed Project

Zoning Objective	Public Transport Station	Rail Infrastructure	Utility Installation	Bridge	Park and Ride
'MRE'- Metro and Rail Economic Corridor	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'OS'- Open Space	Other Use	Other Use	Other Use	Other Use	Other Use
'HA'- High Amenity	Not Permitted	Other Use	Other Use	Other Use	Not Permitted
'RS'- Residential	Other Use	Other Use	Permitted in Principle	Other Use	Other Use
'MC'- Major Town Centre	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'HT'- High Technology	Other Use	Other Use	Permitted in Principle	Other Use	Not Permitted

Zoning Objective	Public Transport Station	Rail Infrastructure	Utility Installation	Bridge	Park and Ride
'RA'- Residential Area	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'RW'- Retail Warehousing	Not Permitted	Other Use	Permitted in Principle	Other Use	Not Permitted
'GB'- Green Belt	Other Use	Other Use	Other Use	Other Use	Other Use
'DA'- Dublin Airport	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Not Permitted
'GE'- General Employment	Other Use	Other Use	Permitted in Principle	Other Use	Other Use

Metro Route

Within the FDP, the 'Indicative Route for Metrolink' on the development plan maps corresponds to the proposed Project alignment.

Public Safety Zones

Public Safety Zones (PSZ) have been established for Dublin Airport. Their extent and guidance in respect of their application was set out in the Public Safety Zones Report (ERM 2005), commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government.

In setting the PSZs the report makes recommendations on the proposed land-use in the vicinity of the airports. It was found that there would be no changes required to existing land-use, and the report proposed alterations to proposed development plans for lands to be developed.

In summary, for new development, within the inner PSZ the objective is to prevent further development; and within the outer PSZ prevent high density housing development, and the building of schools, hospitals and facilities attracting large numbers of people. In general terms, a development should be assessed where people can be expected to be present for all or part of the day and sets out the density of employment considered appropriate as set out in Table 3.6.

Table 3.6: Public Safety Zones Permitted Uses

Permitted Developments	Outer Public Safety Zone	Inner Public Safety Zone
Housing	≤ 60 persons/half hectare	No further development
Holiday Accommodation	≤ 100 beds per development	No further development
Retail/Leisure Facilities	≤85 persons/half hectare	No further development
Working Premises	≤ 110 persons/half hectare	No further development
Institutional Accommodation	No further development	No further development
Sports Stadia	No further development	No further development
Limited Use	≤ 220 persons/half hectare	No further development

The guidance on the use and scale of development within the Inner and Outer Safety Zones was adopted into the FDP 2023-2029, which includes the following objectives:

Objective DAO18

Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.

Objective DAO19

Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones

Noise Zones

Table 8.1 of the FDP identifies four Aircraft Noise Zones, and these are set out in Table 3.7 below.

Table 3.7: Noise Zone Descriptions

Zone	Objective
D	To identify noise sensitive developments which could potentially be affected by aircraft noise and to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment. All noise sensitive development within this zone is likely to be acceptable from a noise perspective. An associated application would not normally be refused on noise grounds, however where the development is residential-led and comprises non-residential noise sensitive uses, or comprises 50 residential units or more, it may be necessary for the applicant to demonstrate that a good acoustic design has been followed. Applicants are advised to seek expert advice.
C	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants are strongly advised to seek expert advice.
B	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants must seek expert advice.
A	To resist new provision for residential development and other noise sensitive uses. All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.

Cycle Parking

In respect of cycle parking, the FDP 2023-2029 notes the following:

Provision of high quality, safe, secure and convenient bicycle parking is essential to support sustainable transport including cycling, walking and public transport. High-quality bicycle parking is an obvious extension of the ambitious public transport, cycle and walking network that is contained within this Plan and wider policy generally. The provision of high-quality bicycle parking at transport interchanges, educational, cultural and commercial centres can also significantly extend the catchment of potential users. Where residential developments are provided with high quality bicycle parking, it can serve to negate the need for excessive numbers of car parking spaces and all the associated impacts that such provision can entail. The bicycle parking standards set out in Table 14.17 of this Plan reflect the new

policy and environmental context of this Plan including carbon reduction targets, consolidation of development and increased high-quality cycling infrastructure.

Short-Stay Bicycle Parking: These are designed for ease of use by the general public and visitors to a development. Such bicycle parking spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit. They should ideally be situated no further than 15m from main entry points.

Long-Stay Bicycle Parking: These are to be designed for private use by residents and employees. Such cycle parking spaces should be located in a secure area that is easy to access, well-lit and covered. Effective security and functionality for all types of users is also maximised by the provision of individual facilities to allow for different types of equipment such as buggies, cargo bikes, helmets and scooters to be stored where appropriate. They should be situated within the curtilage of the destination.

- *High quality long-stay bicycle parking shall be required at all new developments including residential and employment uses. Proposals for new development in town centre areas, public transport stops/stations, multi-storey carparks and public buildings or other appropriate locations must be comprehensively equipped with high-quality bicycle parking.*
- *The provision of secure bicycle lockers within the public realm, at public transport stops/ nodes and other suitable locations is also required. However, they must be the subject of effective management regimes that cover their allocation, access and monitoring of use.*

(FDP 2023-2029, p594-597)

Objective DMSO110 states the following in respect of cycle parking:

Ensure that all new and renovated public transport stations/stops provide appropriate levels of cycle parking provision based on the existing and proposed passenger levels, surrounding environments and future transportation infrastructure.

Objective DMSO109 of the FDP states the following in respect of cycle parking:

Ensure that all new development provides high quality, secure and innovative bicycle parking provision in accordance with the bicycle parking standards set out in Table 14.17 and the associated design criteria for bicycle parking provision set out in this Plan, where feasible, practical and appropriate, having regard to local, national and international best practice

Table 14.17 of the FDP 2023-2029 sets out a guide for cycle parking spaces to be applied to development in the county for specified classes of development.

Table 14.17 specifies the following in relation to Rail, Metro, Light Rail Stations and Stops,

Sufficient to meet the anticipated demand for cycling when planned cycling and active travel infrastructure is in place. Where the anticipated demand for cycling to a metro/heavy rail/light rail station hasn't been estimated, a norm of 10 to 30% of trips to rail stations being made by bicycle will be used for the provision of bicycle parking.

The proposed Project does not fully meet the requirements of DMSO109.

Fingal Development Plan 2023-2029 - Project Response

MetroLink comprises key elements that shape the direction and form of future growth in Fingal. The project is specifically identified as being supported and has been incorporated into the strategic policies for key elements such as Swords and Dublin Airport. The proposed Project, through its integrated and enhancement of the public transport infrastructure network, will promote and encourage Swords as a key regeneration and economic destination, as well as improve accessibility and promote walking, cycling and public transport options.

By their nature, linear infrastructure projects such as drainage, transmission, and rail infrastructure, within developed urban areas will inevitably extend across a wide variety of zoned lands. Such infrastructure must be developed on the most suitable lands, taking into account considerations such as the need for accessibility to a population catchment, technical feasibility, cost, environmental sensitivity, environmental designations and land use zoning.

The need for the proposed Project to facilitate the continued growth and expansion of Fingal within the national economy has been clearly established, and is supported in national, regional and local policy documents. The route assessment process demonstrates that this is the most suitable route for the proposed Project. In addition, it is a specific objective of FCC to facilitate and provide for the implementation of a Metro project, one which takes an alignment consistent with that selected. It is noted that the indicative alignment identified in the FDP passes through each of the land use zoning classes through which the proposed Project passes. This identifies that the principle of locating such uses within each class is permissible.

Site specific details are set out further in the Section by Section assessment.

The following table sets out how the proposed Project responds to the FDP's strategic policies and objectives.

Table 3.8: FCC Strategic Policies

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
1.4	Strategic Objectives	1	*Transition to an environmentally sustainable carbon neutral economy.*	The proposed Project promotes the use of public transport and provides an alternative to car-based travel across the city region. The objective will be addressed in line with the suite of approved and updated mitigation measures and include: • MetroLink will commit to complying with all targets set out for public bodies in CAP23 and CAP24 (once adopted). This includes only procuring from suppliers that met the industry carbon reduction targets and specification of low carbon construction methods and low carbon cement material, as far as practicable. • MetroLink aims to supply 10% of the operational power through on-site renewables. While not all stations can have solar for practical reasons, the on-site renewables across the scheme will sufficiently generate capacity. In addition, operational power will be increased to at least 90% of the station and traction requirement from renewable power due to Corporate Power Purchase Agreements (CPPAs) Within the proposed Project all energy will come from sustainable or renewable energy sources for the construction phase and the operational phase.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
1.4	Strategic Objectives	2	*Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed adaptable house types, promote social inclusion and integration of all minority communities*	The proposed Project prioritises public transport connectivity, integrating with walking, cycling and other public transport options across the city region.
1.4	Strategic Objectives	9	*Reduce car dependency and promote and facilitate sustainable modes of transport. Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.*	The proposed Project prioritises public transport connectivity, integrating with walking, cycling and other public transport options across the city region.
2.2.12	Planning for Growth – Enabling Infrastructure	Objective CSO7	*'Identify and support the provision of key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis.'*	The proposed Project comprises strategic infrastructure that provides a transport spine that supports the opportunity to develop significant adjacent areas for regeneration and redevelopment, as identified in the FDP.
2.4.2	Settlement Strategy- Masterplans	Policy CSP8	*'Implement Masterplans prepared in accordance with the Development Plan.'*	The proposed Project will help deliver the essential transport infrastructure required to assist in the future development of the relevant Masterplans.
2.7.2	Settlement Strategy- Swords Key Town	Policy CSP26	*Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP*	The proposed Project, through its integrated and enhancement of the public transport infrastructure network, will promote and encourage Swords as a key regeneration and economic destination, as well as improve accessibility and promote walking, cycling and public transport options.
2.7.2	Settlement Strategy- Swords Key Town	Policy CSP29	*Promote and facilitate the development of MetroLink, connecting Swords to the Airport and on to the City Centre.*	The proposed Project is directly supported by this objective.
2.7.2	Settlement Strategy- Swords Key Town	Objective CSO39	*Support and promote the implementation of key recommendations arising from the Sustainable Swords' project including the implementation of the Swords Cultural Quarter.*	The proposed Project anchors the Sustainable Swords strategy and is an important element to reduce the use of private cars, reduce greenhouse gas emissions and improve access and connectivity within Swords. Further detail on Sustainable Swords is set out in Section 3.6.1.5 below.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
2.7.2	Settlement Strategy- Swords Key Town	Objective CSO41	*Support the regeneration of underused town centre lands along with the planned and sequential infill opportunities to provide for high density and people intensive uses in accessible locations that are accessible to high quality transport, existing and planned, and to support the preparation of a statutory land use plan for the strategic landbank at Lissenhall for the longer-term development of Swords.*	The proposed Project is aligned with this objective and will provide the high-quality public transport that anchors lands identified for high-density development, as infill and supporting the strategic landbank at Lissenhall.
2.7.2	Settlement Strategy – Key Town	Objective CSO43	*Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of MetroLink.*	The proposed Project directly supports this objective.
2.7.2	Key Town – Swords- Local Area Plans and Masterplans	Objective CSO44	*As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19: p Implement existing Local Area Plans and Masterplans within Swords.* *Prepare and implement Local Area Plans for identified areas.* *Prepare and implement Masterplans for identified areas.* *Prepare and implement Frameworks for identified areas within Swords*	The proposed Project facilitates the future development of the Lissenhall East LAP through coordination of the proposed access point and facilitating connectivity to Estuary station. The proposed Project has been designed to coordinate with the principles of future masterplans and framework plans as well as facilitating the delivery of those previously adopted masterplans.
5.5.1	Climate Action- Climate Resilient Settlement Patterns	Policy CAP3	*Promote sustainable settlement and transport strategies within the county and identify measures, including targets for modal shift, to reduce energy use, GHG emissions and adaptation to climate change*	The proposed Project prioritises public transport connectivity, integrating with walking, cycling and other public transport options across the city region.
5.5.4.2	Climate Action- Construction and Demolition Waste	Policy CAP26	*Have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these Guidelines in order to ensure the consistent application of planning requirements.*	The proposed Project will recover/ recycle the majority of construction and demolition waste, as described in the EIAR and the relevant updated addendum document.
6.5.1	Connectivity and Movement –	Policy CMP1	*Support the decarbonisation of motorised transport and facilitate modal shift to walking,*	The proposed Project directly provides strategic new public transport, prioritises public transport connectivity, integrating with

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
	Decarbonisation of Motorised Transport		*cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system*	walking, cycling and other public transport options across the city region.
6.5.1	Connectivity and Movement – Transition to Sustainable Modes	Objective CMO1	*Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.*	The proposed Project comprises strategic infrastructure identified within the Greater Dublin Area Transport Strategy 2022-2042, that will encourage modal shift towards more sustainable modes.
6.5.3	Connectivity and Movement – Integrated Land-Use and Transport Approach	Policy CMP3	*Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.*	The proposed Project comprises strategic infrastructure that provides a transport spine that supports the opportunity to develop significant adjacent areas for regeneration and redevelopment, as identified in the FDP.
6.5.3	Connectivity and Movement – Integration of Public Transport and Development	Objective CMO3	*Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County.*	The proposed Project will deliver a high-quality transport corridor that can facilitate the delivery of high-density, mixed-use development and trip intensive uses. The project delivers permeability and public realm links that support the delivery of development as set out in adopted masterplans for those lands.
6.5.6	Connectivity and Movement – Mobility Management	Policy CMP6	*'Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region*	The proposed Project will deliver one of the strategic projects identified in the Transport Strategy for the GDA 2022-2042. The proposed Project delivers on the core principles and objectives of Smarter Travel. See Section 3.4.4 for further details.
6.5.6.2	Connectivity and Movement	Policy CMP10	*Improve bicycle priority measures and cycle parking infrastructure throughout the County in*	Cycle routes and parking infrastructure has been integrated into the design of the

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
	– Bicycle Infrastructure		*accordance with best accessibility practice.*	proposed Project at each of the station locations.
	Connectivity and Movement - Improvements to the Pedestrian and Cyclist Environment	Objective CMO6	*Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian / cyclist environment that is safe, accessible to all in accordance with best accessibility practice.*	Cycle routes and parking infrastructure have been integrated into the design of the proposed Project at each of the station locations. The project has taken into account the strategic cycle network, both current and the infrastructure proposed in the Greater Dublin Area Cycle Network Plan 2022.
6.5.7	Public Transport	Policy CMP18	*Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport.*	The proposed Project is directly supported by this policy.
6.5.7	Enabling Public Transport Projects	Objective CMO23	*Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.*	The proposed Project is directly supported by this objective.
6.5.7	NTA Strategy	Objective CMO24	*Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.*	The proposed Project is directly supported by this objective.
6.5.7.4	Connectivity and Movement – Park and Ride	Policy CMP21	*'Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy*	The proposed Project will deliver a P&R facility adjacent to the metro stop and bus interchange at Estuary in line with the Transport Strategy for the GDA 2022-2042

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
6.5.7.5	Connectivity and Movement – Mobility Hubs	Policy CMP22	*Support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared and personal mobility initiatives with a focus on ease of connectivity and quality public realm. '*	The proposed Project aligns with the objective as it will align with the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
6.5.9.1	Dublin Airport and MetroLink	Objective CMO34	*Promote and facilitate the development of MetroLink, connecting Swords to the Airport and on to the City Centre.*	The proposed Project is directly supported by this objective.
7.5	Employment and Economy – Employment and Economic Development	Objective EEO1	*Implement the existing Local Area Plans and Masterplans and prepare appropriate land use management plans within the lifetime of the Plan for strategically important General Employment, High Technology, Metro and Rail Economic Corridor, Warehouse and Distribution and Food Park zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives*	The proposed Project will help deliver the essential transport infrastructure required to assist in the future development of the relevant Masterplans.
7.5	Employment and Economy – Employment and Economic Development	Policy EEP4	*'Ensure employment intensive land use zonings are located adjacent to public transport networks and active travel links'*	The proposed Project directly contributes to delivering on this objective of the FDP for the people of Fingal as it is routed adjacent to lands specifically identified for high intensity development combining both employment and residential uses, while also serving Dublin Airport, the county's largest employer. In addition, through connectivity and integration with the public transport network with the city region, the proposed Project connects major employment and residential areas across the region.
8.5.7	Dublin Airport - Airport Noise	Objective DAO11	*Strictly control inappropriate development and require noise insulation where appropriate in accordance with table 7.2 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of*	The proposed Project will pass through each of the Noise Zones of Dublin Airport. Dublin Airport station is located within Noise Zone A. Its location is appropriate to deliver accessibility to the Terminal Buildings and interchange with other transport options. The station will be designed with adequate noise insulation measures to protect station users and employees. The proposed Project avoids locating other stations and other occupied buildings within the Airport Noise Zones.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.	
9.5	Green Infrastructure and Natural Heritage – Protection of Green Infrastructure	Policy GINHP2	*Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed and created to provide a wide range of environmental, social and economic benefits to communities.*	The MetroLink project interacts directly with the Santry River, Mayne River, Sluice River, Gaybrook Stream, Ward River and the Broadmeadow River. The Mayne River, Sluice River, Ward River and the Broadmeadow River are main watercourses included in the Fingal CDP in the context of ecological corridors (Policy GINHP20 – Mammal Ledges and Objective DMSO154 - Ecological Corridors). In terms of protecting their functioning as ecological corridors, the requirements of the plan are met for the Sluice River, Ward River and the Broadmeadow River in respect of mammal passage and ecological corridors. No mammal passage facilities have been incorporated into the design for the Mayne River crossing. However, the fragmentation impacts are occurring at the uppermost extent of the river catchment in an area where no evidence of mammal activity has been identified. In relation to trees and hedgerows, Policy GINHP21 – Protection of Trees and Hedgerows is very strongly worded in terms of protecting existing woodland, trees and hedgerows - all of which the MetroLink will result in some habitat loss impacts. This may be deemed to be a non-compliance with the policy.
9.5.1.1	Green Infrastructure and Natural Heritage-Fragmentation	Objective GINHO2	*Reduce fragmentation and enhance the resilience of Fingal's green infrastructure network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider green infrastructure network.*	Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132.
9.5.1.1	Green Infrastructure and Natural Heritage-Green Infrastructure	Objective GINHO4	*Resist development that would fragment or prejudice the County's strategic green infrastructure network.*	Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
	and Development			The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132.
9.5.1.3	Green Infrastructure and Natural Heritage – Protection	Policy GINHP7	*Protect and enhance the natural, historical, amenity and biodiversity value of the County's watercourses, flood plains, riparian corridors, wetlands and coastal area though long-term and liaison with relevant Prescribed Bodies where appropriate.*	The proposed Project will protect the elements of the Green Infrastructure network through the construction period. Chapter 15 of the EIAR sets out how this is to be done. Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132 and measures to reduce impacts at watercourses.
9.5.1	Green Infrastructure and Natural Heritage – SuDS	Objective GINHO15	*Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.*	There is a variety of SUDs treatments along the route of the proposed Project, and these are CIRIA compliant and SUSDRAIN compliant.
9.5.2	Green Infrastructure and Natural Heritage - Green Infrastructure and Development	Policy GINHP10	*Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan Green Infrastructure maps during the lifetime of the Development Plan.*	The proposed Project adds to the network of Green Infrastructure within the county through the enhanced landscaping that forms part of the project between Estuary station and Fosterstown, connecting the stations and adjoining communities.
9.5.2	Green Infrastructure and Natural Heritage - Integration of Green Infrastructure	Objective GINHO21	*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.*	Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132 and measures to reduce impacts at watercourses.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
9.6	Green Infrastructure and Natural Heritage- Biodiversity Net Gain Guidance	Policy GINHP14	*Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain*	TII is working with Fingal County Council to agree additional landscaping and planting to work towards the achievement of local net gain. The requirements of the Objective are unlikely to be met in full.
9.6	Green Infrastructure and Natural Heritage- Infrastructure and Net Biodiversity Gain	Objective GINHO30	*All greenway and infrastructure projects are to have a net biodiversity gain and this principle shall be incorporated from the start of the project.*	TII is working with the local authorities to agree additional landscaping and planting to work towards the achievement of local net gain. However, the requirements of the Objective are unlikely to be met in full.
9.6.5	Green Infrastructure and Natural Heritage – Species Protection	Policy GINHP18	*The Council will seek to protect rare and threatened species, including species protected by law and their habitats by requiring planning applicants to demonstrate that proposals will not have a significant adverse impact on such species and their habitats.*	The proposed Project complies with this policy as set out in Chapter 15 of the EIAR.
9.6.5	Green Infrastructure and Natural Heritage – Annex I and Annex II	Objective GINHO33	*Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.*	The proposed Project complies with this policy as set out in Chapter 15 of the EIAR.
9.6.8	Green Infrastructure and Natural Heritage – Mammal Ledges	Policy GINHP20	*Protect the ecological corridor function along rivers by including mammal ledges or tunnels in new bridges over any of the main rivers: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin. New bridge structures will also cater for Dipper boxes and Bats where possible. Where new road infrastructure crosses significant urban ecological corridors, tunnels shall be installed underneath the road to facilitate movement of small mammals and amphibians.*	The requirements of the plan are met for the Sluice River, Ward River and the Broadmeadow River in respect of mammal passage and ecological corridors. No mammal passage facilities have been incorporated into the design for the Mayne River crossing. However, the fragmentation impacts are occurring at the uppermost extent of the river catchment in an area where no evidence of mammal activity has been identified.
9.6.8	Green Infrastructure and Natural Heritage–	Objective GINHO40	*Protect the ecological functions and integrity of the corridors indicated on the Plan Green Infrastructure maps. An*	The Sluice, Ward and Broadmeadow Rivers are shown as ecological corridors on the Plan's green infrastructure maps. In terms of

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
	Ecological Assessments		*ecological assessment may be required for any proposed development likely to have a significant impact on habitats and species of interest in an ecological corridor or stepping-stone.*	ecological function, mammal passage facilities are included at these watercourse crossings.
9.6.8	Green Infrastructure and Natural Heritage – Protection of Rivers	Objective GINHO41	*Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.*	The proposed Project has been designed and development to reduce and mitigate the effects on watercourses. In a number of locations, the proposed Project will result in the closing over of rivers and streams where culverts are being installed at watercourse crossings, and as a result, this objective may not be met in full.
	Green Infrastructure and Natural Heritage – Setback of New Surface Water Drainage Outfalls	Objective GINHO44	*Set back new surface water drainage outfalls from the main river channel on the landward edge of the floodplain or a designed wetland feature to cater for water quality improvement before the surface discharges into the river.*	The proposed Project has been designed and development to reduce and mitigate the effects on watercourses. In a number of locations, the proposed Project will include surface water drainage outfalls at the main channel, and as a result, this objective may not be met in full.
9.6.9	Green Infrastructure and Natural Heritage - Protection of Trees and Hedgerows	Policy GINHP21	*Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and / or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.*	As part of the TII response to the Fingal County Council submission on the Railway Order, the following is noted: EIAR Appendix A27.3 presents an Arboricultural Impact Assessment, which assesses the proposed tree loss at each station. In EIAR Chapter 27 (The Landscape), it is noted that the inclusion of measures to avoid, reduce and offset significant adverse landscape and visual effects forms an inherent part of the brief and design thinking in the Project. The proposals include for example, the provision of tree and woodland planting which effectively replaces trees unavoidably lost as a result of the alignment, design and construction of the proposed Project. This forms part of the embedded primary mitigation included within the landscape design. However, in most circumstances the designed planting as proposed is more appropriately scaled to the pertaining landscape context and is invariably more biodiverse than the baseline planting lost. These aspects of the proposed Project go beyond the requirements of mitigation and are in effect enhancements of the baseline. Secondary measures will include specific proposals to ensure the effective retention of existing mature trees, where such is included within the proposed Project. These would normally contain specific measures relating to

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				the protection and maintenance of tree root zones during construction (robust protective fencing, supplementary watering etc), which may need to be specific to individual trees and relate to the characteristics of the relevant tree species. However, they also generally require designed features incorporated within adjacent proposed hard landscape works area to ensure protection and continued development of tree root systems. Details of the proposed maintenance and management strategy for all planting will be set out, including the proposed initial period of establishment for which the contractor will be responsible. This will also include appropriate parameters for monitoring performance in terms of expected growth and/or rates of cover over the initial establishment period, details of the maintenance operations proposed over the period for each type of planting proposed and a schedule of suggested maintenance operations required in the first 5 years after handover to the maintaining authority. The alignment of the proposed Project was developed with the principle of retaining as many trees, hedgerows as possible, as one of the alignment criteria set out in the New Metro North Alignment Options Report (2018). However, not all existing woodlands, trees and hedgerows of amenity or biodiversity value and / or contribute to landscape character are retained as part of the proposed Project, and this may not be fully consistent with the policy of the Development Plan.
9.6.9	Green Infrastructure and Natural Heritage – Tree Removal	Objective GINHO46	*Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification.*	The proposed Project complies with this objective.
10.5.2	Interventions to Protected Structures	Policy HCAP12	*Ensure that direct or indirect interventions to Protected Structures or adjoining development affecting them are guided by architectural conservation principles so that they are sympathetic, sensitive and appropriate to the special*	TII have included for the conservation mitigation of impacts throughout the Project and have appointed a Project Conservation Architect (PCA) to oversee the implementation of mitigation measures relative to the Built and Cultural (inclusive of Industrial) Heritage during the lifetime of the Project. The responsibilities of the PCA and proposed

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			interest, appearance, character, and setting of the Protected Structure and are sensitively scaled and designed.	mitigation measures are outlined in the Construction Environmental Management Plan in EIAR Volume 5, Appendix 5.1 and MetroLink Cultural Heritage Strategy Rev.02.
10.5.2	*Retention of Protected Structures*	*Policy HCAP13*	*Require the retention and appropriate active use of Protected Structures.*	As noted in the response to Fingal County Council's submission on the Railway Order: At the time of the Railway Order application, Santry Lodge, its gate lodge and gateway were not designated as a Protected Structure and not included in the NIAH, nor are the grounds of Santry Lodge included in the NIAH garden survey. It is acknowledged that the Board must have regard to the status of this sensitive receptor as at the date of its decision on the Railway Order application. Notwithstanding the lack of statutory protection at the time of the Railway Order application, the EIAR has treated Santry Lodge as a significant structure and has been assessed as level 2 as if it were included in the NIAH at Regional Status (section 26.4.3.2.3 of Chapter 26 (Architectural Heritage). This indicates a medium sensitivity rating. Given that Santry Lodge is now given 'National' status in the NIAH, Santry Lodge would move to Level 1 in the assessment, which indicates a 'High' sensitivity rating. Therefore, on this basis, the significance of the impact would increase from 'Significant' (as stated in Table 26.39 of the EIAR Chapter 26) to 'Profound'. As a result, the mitigation would increase to record to English Heritage Level 3, as opposed to Level 2. All potential significant impacts on Santry Lodge, including demolition of the gate 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. Option consideration for the route alignment across the M50 and the Northwood station location were first considered in the Preferred Route Design Development Report as part of the Preferred Route consultation in 2019 (see https://www.metrolink.ie/en/news/published-reports/preferred-route-design-development-2019/). The M50 crossing and associated

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				Northwood station location is further considered in EIAR Chapter 07 (Consideration of Alternatives), with the preferred location for the station at Northwood selected to incorporate the station at a skew angle under the R108, south of the retail park. The alignment across the M50 was established to provide appropriate clearance to the M50 slip roads whilst providing an acceptable gradient to the Northwood station. Moving the alignment closer to the M50 junction is not possible as it would require a more elevated crossing of the M50 and the resulting increased gradient to Northwood station would then become incompatible with the metro design standards.
11.5.2.1	Surface Water Drainage Systems	Objective IUO9 –	*Maintain and enhance existing surface water drainage systems in the County and to require SuDS in 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).*	During operation: a) Surface water / rainwater will not be discharged into the foul water system. EIAR Chapter 18 (Hydrology), section 18.5.4.1 Overall Design Criteria, sets out the principles of the track and surface water drainage systems. b) Surface water drainage arrangements during operation have taken cognisance of the Greater Dublin Regional Code of practice (as noted in EIAR Chapter 18 (Hydrology), section 18.4.8)
11.5.2.1	SuDS – Nature-Based Solutions	Objective IUO10	*SuDS shall incorporate nature-based solutions and have regard to the objectives set out in Fingal's Guidance Document – Green/ Blue Infrastructure for Development, as amended (Appendix 11) and Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (November 2021, DHLGH).*	The proposed Project 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. Details are set out in Section 4.8 of the EIAR.
11.5.2.1	SuDS in New Developments	Objective IUO11	*SuDS shall be incorporated into all parts of a development (open spaces, roads, footpaths, private areas), and have regard to the FCC SuDs Guidance Document – Green/ Blue Infrastructure for Development, as amended (Appendix 11), and shall ensure:* *¨ That the design of SuDS enhances the quality of open*	The proposed Project 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. Details are set out in Section 4.8 of the EIAR.

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			spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space. *¨ Open space areas shall not be dominated by SuDS features.* *¨ Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible.* *See also Appendix 11 (SuDS Guidance Document), and Chapter 14 Development Management Standards (Section 14.20.3 SuDS).*	
11.7.1	Infrastructure and Utilities – Promote Energy Efficient Development	Policy IUP28	*Promote more energy efficient development through the location of housing and employment along public transport/cycling corridors, where people can choose to use less energy intensive public transport or cycling, rather than being dependent on the car*.	The proposed Project facilitates this alignment of development with public transport.
14.18.1	Development Management Standards – Management of Trees and Hedgerows	Objective DMSO125	*Protect, preserve and ensure the effective management of trees and groups of trees and hedgerows.*	Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation and loss of certain trees and hedgerows. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132 and measures to reduce impacts at watercourses.
14.18.1	Development Management Standards - Fingal Biodiversity Action Plan	Objective DMSO151	*Applicants should consult the Fingal Biodiversity Action Plan to ascertain its implications for any planning proposals.*	The actions and objectives of the main body of the FBAP are supported by the proposed Project, as are the proposals in respect of Appendices XII and XIII. See Objective DMSO159 below for how the proposed Project responds to Appendix XIV.
14.18.1	Development Management Standards – – Tree Selection within Developments	Objective DMSO136	*Tree planting within developments shall adhere to the 30:20:10 rule in relation to tree selection in order to prevent an over reliance on certain genera or species in the existing stock and to combat climate change. Species and varieties will be*	The proposed Project meets the development management standards.

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			selected to meet the requirements of the 30:20:10 rule – no more than 30% of trees from any one family, 20% from a single genus or 10% from a single species.	
14.18.2	Development Management Standards – Protection and Enhancement of Biodiversity	Objective DMSO138	*Ensure all development and infrastructure proposals include measures to protect and enhance biodiversity leading to an overall net biodiversity gain.*	TII is working with the local authorities to agree additional landscaping and planting to work towards the achievement of local net gain. However, the development management standards are unlikely to be met in full.
14.18.2	Development Management Standards – Protection of Existing Landscape	Objective DMSO140	*Protect existing landscape features such as scrub, woodland, large trees, hedgerows, meadows, ponds and wetlands which are of biodiversity or amenity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.*	Chapter 15 and Chapter 27 set out the assessment of the impacts on Biodiversity and the Landscape. The proposed Project has sought to reduce and mitigate impacts on features of value. However, this development management standard may not be met in full.
14.18.2	Development Management Standards – Ecological Corridors	Objective DMSO154	*Protect and enhance the ecological corridors along the following rivers in the County by ensuring that no development takes place, outside, development boundaries within a minimum distance of 48m from each riverbank along the main channels of following rivers Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin, Bracken River, Daws River, Richardstown River, Turvey River (see Green Infrastructure Maps). A minimum 10m wide riparian buffer strip applies to lands within development boundaries. Additional width may be required to provide for additional protections of sensitive habitats, as appropriate.*	The proposed Project will protect the elements of the Green Infrastructure network through the construction period. Chapter 15 of the EIAR sets out how this is to be done. Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132 and measures to reduce impacts at watercourses.
14.18.2	Development Management Standards – Ecological Corridors in Urban Areas	Objective DMSO155	*Any redevelopment of existing properties and brownfield sites within 25m from each riverbank along the main channels of following rivers Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin, Bracken River, Daws River, Richardstown River, Turvey River shall provide opportunities for multi-functional*	The proposed Project is not considered to comprise a redevelopment of an existing property or brownfield site.

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			green infrastructure, including features which intercept and filter surface water from the site before discharging into the river. These features include, but are not limited to: green roofs, reinforced grass parking bays and water gardens. The use of underground attenuation as part of the redevelopment of existing properties or brownfield sites will not be accepted.	
14.18.2	Development Management Standards – Development Along Watercourses	Objective DMSO156	*Ensure that no development, including clearance and storage of materials, takes place within 10m as a minimum, measured from each bank of any river tributary or small stream or watercourse in the County (see Green Infrastructure Maps).*	The proposed Project will be constructed so as to reduce and mitigate the effects on watercourses. However, development will not in all cases be able to set back a minimum of 10m from the bank of each river. Details of how construction will be mitigated is set out in Chapter 15 of the EIAR.
14.18.2	Development Management Standards – – Inclusion of Mammal Ledges or Tunnels	Objective DMSO159	*Protect the ecological corridor function along rivers by including mammal ledges or tunnels in new bridges over any of the main rivers: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin. New bridge structures will also cater for Dipper boxes and Bats where possible. Where new road infrastructure crosses significant urban ecological corridors, tunnels shall be installed underneath the road to facilitate movement of small mammals and amphibians.*	The requirements of the plan are met for the Sluice River, Ward River and the Broadmeadow River in respect of mammal passage and ecological corridors. No mammal passage facilities have been incorporated into the design for the Mayne River crossing. However, the fragmentation impacts are occurring at the uppermost extent of the river catchment in an area where no evidence of mammal activity has been identified.
14.18.2	Development Management Standards – Riparian Corridors	Objective DMSO160	*Require development proposals that are within riparian corridors to demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.*	The proposed Project will protect the elements of the Green Infrastructure network through the construction period. Chapter 15 of the EIAR sets out how this is to be done. Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation. The landscape design compensates for these losses (see Section 15.8.1 of the EIAR), notably in the provision of the enhanced connected landscaping along the R132 and measures to reduce impacts at watercourses.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
14.19.3	Development Management Standards – Architectural Heritage	Objective DMSO185	*Prevent the demolition or inappropriate alteration of Protected Structures.*	As noted in the response to Policy HCAP13, all potential significant impacts on Santry Lodge, including the demolition of the gate 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.
14.20.11.1	Development Management Standards – Utility Facilities	Objective DMS0227	*'Locate, where possible, new utility structures such as electricity substations and telecommunication equipment cabinets, not adjacent to or forward of the front building line of buildings or on areas of open space.'*	Significant structures such as the electricity substations or telecommunications masts will meet this standard. Details of cabinet locations will be determined at detailed design stage. Where possible, such structures will be located in line with this standard. The proposed pumping station at Seatown to be constructed as part of the proposed Project is located on open space zoned land, currently not accessible. Its location was determined following a site selection process and was deemed to be the preferred site.

The approach taken by the proposed Project in relation to cycle parking has been to develop a tailored MetroLink-specific methodology to determine the potential bicycle parking demand to be provided based on 2035 at each station, as there will be varied demand for provisions at each of the stations, both in terms of their predicted demand and demographic spread, and their location within Dublin. Details on the methodology is set out in Appendix 4.1 of the EIAR for the proposed Project.

The numbers of cycle parking to be provided has been proposed and assessed within the Railway Order application, and this preserves the capacity of the NTA and planning authorities in determining appropriate bike parking standards and objectives with public input in future strategic land use plans as the use of the proposed Project grows (i.e. future Development Plans and Local Area Plans, GDA Transport Strategy, Greater Dublin Cycle Network Plan etc.). Those strategic land use plans will be subject to SEA, AA Screening and potentially AA and their implementation (through consent applications for individual projects) will likewise undergo AA screening and, if required, EIA and AA. However, the project is not fully in accord with objective DMSO109 which, through Table 14.17 sets out the requirements in terms of numbers and design.

In addition, the proposed Project fully complies with the policy and the underlying guidance in respect of Public Safety Zones and the proposed Project does not comprise noise sensitive development. Details are set out further in Section 4 below in the Section by Section assessment.

3.6.1.2 Local Area Plans/Masterplans

A number of statutory plans give additional guidance and policies for future development in areas within Fingal through which the proposed Project passes. The primary documents are Local Area Plans and Masterplans as set out in Table 3.9.

Table 3.9: FCC LAP's and Masterplans

LAP	Date Adopted	Vision Statement	Relationship to the proposed Project
Dublin Airport LAP	Adopted in 2020	To facilitate and manage the sustainable growth of Dublin Airport in a manner that reflects its status as Ireland's premier aviation gateway whilst safeguarding the core operational function of the airport and supporting neighboring communities, the economy and the environment.	A section of the proposed Project runs through the LAP between Naul Road and Old Airport Road.
Dardistown LAP	2013 [Expired 2022]	*To provide for a strategic employment node, comprising inter alia, office, research and development and high technology manufacturing, maximising opportunities presented by the lands strategic location well served by air, existing and planned high capacity public transport and the national road network, and all within a high quality sustainable environment.*	A section of the proposed Project runs through the LAP are between Old Airport Road and the M50. While this LAP has recently expired, it is recorded here for completeness.
Barrysparks & Crowcastle Masterplan	2019	The lands at Barrysparks & Crowcastle will accommodate a mixed-use commercial and residential development that will grow into a key economic cluster both for Swords and the Greater Dublin Area. The vision for the Masterplan lands is the creation of a unique business campus with complimentary residential development, capable of attracting top-tier employers, set in a high quality green environment. Strong transport connections from MetroLink and BusConnects, coupled with the nature and scale of development envisaged, will enable the lands to play a key role in the economic life of the region.	A section of the proposed Project runs along the boundary of the Masterplan area, adjacent to the R132 from Drynam Road to Lakeshore Drive.
Fosterstown Masterplan	2019	The vision for Fosterstown is to create a residential community that is mixed and balanced, and forms a clear nexus with the scale of commercial development anticipated on the nearby Barrysparks & Crowcastle area. The Fosterstown lands have a unique opportunity to utilise the new connections that will emerge in Swords via the	A section of the proposed Project runs along the eastern boundary of the Masterplan area, adjacent to the R132 from Dublin Road to Boroimhe Willows.

LAP	Date Adopted	Vision Statement	Relationship to the proposed Project
		MetroLink station and Core Bus Corridor on the R132.	
Lissenhall East LAP	2023	The Vision for Lissenhall East is : To establish a location for high-end, high quality value-added businesses, blending sustainable urban design and architecture with nature to create a distinct, enjoyable sense of place. It is the aim of this Local Area Plan to safeguard and promote the strategic employment potential of the Lissenhall East lands by providing a policy and development framework with appropriate employment and necessary supporting infrastructure which anticipates the delivery of MetroLink but is also reflective of current road network capacity	A section of the proposed Project works area intersects with the LAP area at the junction of the R132 and the proposed Swords Western Distributor Road.

The range of objectives considered most relevant to the proposed Project as it passes through the development plan area are set out in Sections 4.3 to 4.6. of this Planning Report.

Figure 3 to Figure 8 show the project alignment as it passes through the relevant Masterplans and LAP lands.

The proposed Project is within the areas of these adopted LAPs and Masterplans which represent an opportunity for the planned sustainable integration of land use, transportation and economic development. Whilst section 4 of this Planning Report discusses each LAP and Masterplan in more detail, Table 3.10 show at a strategic level, how the LAPs and Masterplans promote ease of movement within, and access to the area, by incorporating a high quality, integrated transport network and promote active travel and public transport use.

Table 3.10: Transport objectives from the adopted LAPs and Masterplans

LAP	Reference / Section	Objective	Proposed Project Response
Barrysparks & Crowcastle Masterplan 2019	4.Transport and Movement	*'Ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout.'*	The proposed Project will deliver Swords Central Station and will facilitate vehicular access points onto the R132 from the masterplan lands. The proposed transport infrastructure will expand, enhance, and connect to pedestrian and cycle networks that will have significant benefits for the Masterplan area.
Lissenhall East LAP	10.3 Movement and Transport	*Require the junction design to integrate and align with proposals for the R132 regional road, the future Western Distributor Road and MetroLink.*	The proposed Project has been designed to coordinate with the proposed access point to the R132, including vehicular, cycling and pedestrian connectivity.
	10.3 Movement	*Ensure the design of the new access junction to the lands from the R132 is capable of enhanced pedestrian and cycle connectivity*	The proposed Project has been designed to coordinate with the proposed access point to

LAP	Reference / Section	Objective	Proposed Project Response
	and Transport	*across the R132 to link with a future MetroLink Estuary Stop and MetroLink Park and Ride*	the R132, including vehicular, cycling and pedestrian connectivity.
Fosterstown Masterplan 2019	4.Transport and Movement	*'Priority pedestrian connections to the Fosterstown MetroLink station will be created through the emerging new residential developments, as opposed to the established communities of Boroimhe.'*	The proposed Project aligns with this objective as it will deliver a surface crossing between the station entrance plaza and the future planned residential development site at Fosterstown. In addition, this also aligns with the pedestrian / cyclist link shown in of Masterplan.
Dublin Airport LAP 2020	5.1.8 Climate Action Objectives	*'Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.'*	The proposed Project aligns with this objective as it directly addresses the transport related key measures including encouraging modal shift to a network of sustainable mobility projects.
	8.3.2 Future Public Transport Infrastructure	*'Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.'*	The proposed Project is supported by this objective through the delivery of a of a Dublin Airport Station. Whilst the proposed Project is not delivering the Ground Transportation Centre (GTC), it facilitates its future delivery.

3.6.1.3 Draft Fingal County Council Climate Action Plan 2024-2029

The Draft Fingal Climate Action Plan 2024-2029 (FCAP) has been prepared in partnership with the other Dublin local authorities and builds on the Dublin Local Authorities Climate Change Action Plan 2019-2024 (CCAP). The primary focus of the FCAP is to deliver and promote best practice in climate action, at a local level and is aligned to the Government's overall National Climate Objective of the pursuit and achievement of a transition to a '*climate resilient, biodiversity rich, environmentally, sustainable and climate neutral economy*' no later than 2050.

The FCAP sets the following targets in delivering on the goals set out in the plan:

- 50% improvement in the Council's energy efficiency by 2030;
- 51% reduction in the Council's greenhouse gas emissions by 2030;
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and
- To actively engage and inform our communities on climate action.

The FCAP sets out the key climate challenges that have been faced at a local level and identifies the mitigation and adaption response to these challenges under the following key headings:

- Energy and Buildings;
- Transport;
- Flood Resilience;
- Nature Based Solutions;
- Circular Economy & Resource; and
- Community Engagement

While the responses which most directly relate to the proposed Project will be found under the heading of Transport, there are some other aspects such as Nature Based Solutions that will have policies that will interact with wider aspects of the proposed Project as follows:

Table 3.11: Relevant FCAP Objectives

Section	Chapter Title/Sub Heading	Paragraph/Policy Objective	Project Response
Transport	Policy T21	*To facilitate the provision of Park and Ride facilities in appropriate locations at transport nodes and along strategic transport corridors in accordance with the NTA Strategy, and encourage the inclusion of EV charge points and bike parking.*	The proposed Project will deliver a P&R facility adjacent to the metro stop and bus interchange at Estuary.
Flood Defence	Policy F17	*Ensure the inclusion of water conservation and SuDS measures in all developments, to reduce the level of surface water run-of, improve water quality and contribute to adaptation to climate change through nature based solutions.*	The proposed Project 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.
Nature Based Solutions	Policy N3	*Review measures to improve Biodiversity nett gain on all projects, including Biodiversity pilot programme on new build housing. Architects will adhere to Biodiversity officers protocol for nesting boxes.*	TII is working with the local authorities to agree additional landscaping and planting to work towards the achievement of local net gain. This will be addressed in the Opening Statement to the Oral Hearing.
Baseline Emissions Inventory	Emissions Reduction Pathways for Fingal County Area	*Active travel and public transport solutions should be prioritised, including the reallocation of road space to active travel modes.*	The proposed Project will deliver a high-quality, key public transport mode, that helps the transition towards a low carbon and climate resilient society.

3.6.1.4 Your Swords - An Emerging City Strategic Vision 2035

A non-statutory long-term development strategy for Swords, 'Your Swords An Emerging City Strategic Vision 2035' was published by FCC in 2008 in which the vision is: 'To promote and facilitate the sustainable development of Swords Town as a vibrant consolidated major town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.'

The Strategic Vision sets the context for the future plans for the town's development as set out in the FDP.

The plan for Swords has a focus on the incorporation and optimisation of the opportunities arising from the development of the Metro North project. At the heart of the plan is a 'green agenda' focused on integrating new development into the existing natural landscape of Swords and to facilitate an emerging city of 100,000 population, delivered as high density and people intensive uses in the immediate vicinity of the Metro, which will see Swords open up as a highly accessible and attractive location to live, work and do business.

The Strategic Vision is dependent to a large extent on the arrival of Metro. Development at the scale and intensity proposed will only begin to be realised following the arrival of the Metro. It will also require significant additional social and physical infrastructure and as such can only be delivered on a phased basis in tandem with the delivery of this infrastructure.

Project Response

This development strategy forms the founding and strategic vision for the Sustainable Swords Strategy 2022. The proposed Project will be important consideration and its development will reduce the use of private cars, reduce

greenhouse gas emissions and improve access and connectivity within Swords, particularly in respect of the R132 corridor.

3.6.1.5 Sustainable Swords Strategy 2022

Sustainable Swords (SS) was published by Fingal County Council in December 2022 with the stated aim '*to increase the resilience of the local economy and to provide for an enhanced, accessible, inclusive, child friendly and healthy urban environment.'* This is a non-statutory place making strategy which supplements FCC's other strategic documents including Your Swords – An Emerging City Strategic Vision 2035.

The strategy aims to maximise Transformational Public Transport Investment to transition to low carbon modes of transport and reallocate space from the private car, through the opportunities brought about by major projects including MetroLink and the associated Park & Ride.

The strategic priorities align with the SDGs, specifically:

Theme 1 Improving access, permeability and connectivity; and

Theme 3 – Facilitating Major Infrastructure.

Within Theme 1, there are key projects identified with direct Metrolink interactions, Project 6 - Swords Cycle Network, Project 7 - Swords Greenway Network Initiative, Project 9 – Safe Routes to School and Project 10 – Swords Western Distributor Road.

SS 3: MetroLink It is recommended that east-west connectivity needs to be strengthened between the proposed MetroLink stops and the town centre and surrounding residential areas. The following links are considered the most important:

- *Seatown Road.*
- *Malahide Road.*
- *Chapel Lane via the proposed at-grade pedestrian crossing on the R132.*

(p83)

As part of MetroLink, a 3,000 space Park and Ride is proposed at Estuary, approximately 1.5km north of the Swords town centre. Connections to this facility by high-frequency public transport and safe space for cycling will be critical. (p87)

Project Response

The proposed Project anchors the Sustainable Swords strategy and is an important element to reduce the use of private cars, reduce greenhouse gas emissions and improve access and connectivity within Swords.

3.6.1.6 South Fingal Transport Study 2019

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 Clonshaugh 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.

Project Response

The recommendations made from the SFTS have been used to form the basis of future Local Area Plans and Masterplans for 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.

3.6.2 Dublin City Council

3.6.2.1 Dublin City Development Plan 2022 – 2028

The Dublin City Development Plan 2022 – 2028 came into effect in December 2022. The Development Plan's Core Strategy promotes 'compact growth' within its long-term vision. This involves the best use of land to deliver housing, integrated transport and community infrastructure to enable long term, sustainable economic growth through healthy placemaking. The Core Strategy is based on the principles of the 15-minute city, all connected by an exemplary public transport, cycling and walking system and linked with a high-quality green space network.

'This plan encourages higher-density development along public transport routes (i.e. Transit Oriented Development*), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presented by Metrolink, LUAS and DART+ proposals, as well as the existing and planned bus improvements under Bus Connects.'*

The Development Plan encourages higher-density development on public transport routes and recognises the opportunities presented by the proposed Project. There is a greater emphasis on focusing mixed use developments around public transport nodes and integration through high quality pedestrian and cycling infrastructure and permeability.

Sustainable mobility forms a core element of the DCDP and the proposed Project fully supports this objective.

In alignment with national and regional policy and the goal of achieving its compact growth objectives, this plan will continue to present an integrated strategy for transport and mobility that supports and prioritises the use of sustainable modes of transport, promotes active travel and which presents a pro-active and collaborative approach to influencing travel behaviour. (page 234)

This plan reinforces the role of transport policy in minimising the need to travel, shifting to sustainable modes and supporting and encouraging behavioural change. Active travel modes neither consume fossil fuels nor generate harmful emissions and Dublin City Council will continue to develop the city in a way which facilitates and enables walking and cycling and other sustainable forms of travel such as public transport and shared mobility vehicles as the primary modes of transport. (page 234).

The below policies and objectives, contained within the DCDP highlight the central role of the proposed Project.

SMT1 - Modal Shift and Compact Growth

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.

SMT2 - Decarbonising Transport

To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.

SMTO1 - Transition to More Sustainable Travel Modes

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).

The Plan directly supports the delivery of Metrolink:

SMT22 Key Sustainable Transport Projects:

'*To support the expeditious delivery of key sustainable transport projects including Metrolink BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region'.*

The Plan identifies a number of Strategic Development Regeneration Areas. These include Ballymun and the North East Inner City, which interact with the proposed Project. In both locations the proposed Project forms a key element to support regeneration.

Zoning Objectives

The DCDP establishes a number of zoning objectives to regulate and manage future land uses within the county area. The proposed Project passes through or under the zoning objectives set out in Table 3.12

In each of the zoning objectives that are affected by works, the proposed Project has been designed to ensure that the overall objective of the relevant zoning will delivered as a result of the project (such as in the case of reinstating open space lands) or facilitating the future delivery of the zoning objective (such as establishing access to lands zoned for Metro Economic Corridor and orientating works in line with adopted masterplans or Local Area Plans). Descriptions of the works proposed at each of the stations and elements of the alignment are set out in Section 4 demonstrating how the zoning objective is to be achieved or facilitated. Table 3.12 shows the zoning objectives that apply to the lands through which the proposed Project passes.

Table 3.12: DCDP Zoning Objectives

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	*To protect, provide and improve residential amenities.*	*The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of, open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.*
Z2 – Residential Neighbourhoods (Conservation Areas)	*To protect and/or improve the amenities of residential conservation areas.*	*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.*
Z3 – Neighbourhood Centres	*To provide for and improve neighbourhood facilities.*	*Neighbourhood Centres provide local facilities such as convenience shops, hairdressers, post offices 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.*
Z4 – Key Urban Villages and Urban Villages	*To provide for and improve mixed-services facilities.*	*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; in line with the concept of the 15-minute city. These centres*

Zoning Objective	Objective	Summary Descriptive Text
		have, or will in the future have, the capacity to deliver on a comprehensive range of integrated services along with residential development.
Z5 – City Centre	*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity*	*The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.*
Z6- Employment/Enterprise	*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.*	*It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective 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.*
Z8 – Georgian Conservation Areas	*To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.*	*Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian Squares and streets. The aim is to protect the architectural character/design and overall setting of such areas while facilitating regeneration, cultural uses and encouraging appropriate residential development (such as well-designed mews) in the Georgian areas of the city. A range of uses is permitted in such zones, as the aim is to maintain and enhance these areas as active residential streets and squares during the day and at night-time.*
Z9 – Amenity / Open Space Lands / Green Network	*To preserve, provide and improve recreational amenity and open space and green networks*	*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 compliance a specific set of criteria.*
Z15 – Community and Social Infrastructure	*To protect and provide for community uses and social infrastructure.*	*The existing uses on the lands generally include community related development including schools, colleges, 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 to the creation of vibrant neighbourhoods, healthy placemaking and a sustainable well-connected city.

Figures 9 and 10 show the project alignment as it passes through the zoned lands in the DCC area.

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

14.3.1 Permissible and Non-Permissible Uses

A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including 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.

It is noted that public transport station or similar uses are not included under any of the zoning objectives. As such this can be seen as an Other Use dealt with in accordance with the overall plans and policies of the plan.

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

'A building, or part thereof, a roadway or land used for the provision of public services. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants and other statutory undertakers: bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, etc. but 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.'

Whilst the definition of Public Service Installation does not explicitly state public transport provider, the provision of safe transport services in accordance with a safety regulatory framework would be relevant to the proposed Project. Expanding upon TII's primary function already mentioned in Section 1.7 of this Planning Report, TII is a statutory undertaker and prescribed body under the Planning and Development Acts and Regulations. The objective to provide sustainable transport infrastructure and services would be considered to fall under the realm of public service installation; to ensure that the required infrastructure is provided in appropriate locations. The proposed Project is designed to deliver safe, clean, comfortable services that will run on time, is convenient, efficient, accessible and easy for customers to use. The proposed Project would support the integration of public transport services provided by buses, trains and Luas, as well as upgraded walking and cycling infrastructure.

As defined above, each of the primary elements of the proposed Project as it relates to rail infrastructure come within the Public Service Installation class, including the following

- Below Ground stations;
- Tunnel;
- Above ground structures related to the provision of the rail infrastructure, such as access points, intervention shafts, light wells etc.; and
- Other ancillary structures.

Table 3.13 identifies that Public Service Installations are either Permissible or Open for Consideration in each of the zoning objectives through which the proposed Project passes, with the exception of Z4 – District Centres. On Z4 zoned lands, such Public Service Installations, as an 'Other use', are dealt with in accordance with the overall policies and objectives in the plan.

Table 3.13 Public Service Installations in Use Classes Relevant to the proposed Project

Zoning Objective	Public Service Installation	Condition
Z1	*Permissible*	*N/A*
Z2	*Permissible*	*N/A*
Z3	*Permissible*	*N/A*
Z4	*N/A*	*N/A*
Z5	*Permissible*	*N/A*
Z6	*Permissible*	*N/A*
Z8	*Open for Consideration*	*N/A*
Z9	*Permissible*	*N/A*
Z15	*Permissible*	*N/A*

On lands subject to each of the zoning objectives that are affected by works, the proposed Project has been designed to ensure that overall objective of the relevant zoning will delivered as a result of the project (such as in the case of reinstating open space lands) or facilitating the future delivery of the zoning objective (such as reinstatement of

Dublin City Centre sites so that above ground mixed use development can occur or reinstating affected institutional lands to their current use, as at Collins Avenue or Griffith Park stations). Descriptions of the works proposed at each of the stations and elements of the alignment are set out in Sections 4.3 to 4.6. demonstrating how the zoning objective is to be achieved or facilitated. As such, the proposed Project complies with the DCDP in terms of the uses and works proposed, in principle.

Appendix 5 of the DCDP 2022-2028 considers cycle parking facilities.

Secure cycle parking facilities shall be provided in new public transport Interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 1, unless otherwise agreed with the planning authority.

Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25 m of a destination for short-term parking (shops) and within 50 m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather. Cyclists shall be able to secure both frame and wheels to the cycle parking stand.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking may be acceptable provided it is easily used and secure.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities'. Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement.

Table 1 of Appendix 5, of the DCDP 2022-2028 sets out the Cycle Parking Standards. Note that no class is directly applicable to a Metro / rail station. Therefore, there is no direct standard to be applied to cycle parking numbers within the DCDP 2022-2028.

3.6.2.2 Dublin City Development Plan 2022-2028 - Project Response

The proposed Project is a key underlying project to deliver the model of sustainable development envisioned by DCC and forms a strategic intervention to which the future pattern of development in the city will be coordinated. The policies and objectives support the proposed Project as a core underpinning of strategy. The particular site-specific relationship of the proposed Project to the DCDP is set out in the sections below.

The following table sets out how the proposed Project responds to the DCDP's strategic policies and objectives.

Table 3.14 DCDP's Strategic Policies

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3..5.2	Climate Action-Climate Mitigation Actions in the Built Environment	CA8	*It is the policy of Dublin City Council 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, when dealing with development proposals. New development should generally demonstrate/ provide for:*	The objective will be addressed in line with the suite of approved and updated mitigation measures.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			a. building layout and design which maximises daylight, natural ventilation, active transport and public transport use; *b. sustainable building/services/site design to maximise energy efficiency;* *c. sensitive energy efficiency improvements to existing buildings;* *d. energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;* *e. on-site renewable energy infrastructure and renewable energy; f. minimising the generation of site and construction waste and maximising reuse or recycling;* *g. the use of construction materials that have low to zero embodied energy and CO2 emissions; and* *h. connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible*	
4.5.3.1	Shape and Structure of the City – Compact Growth	SC11	*It is the policy of Dublin City Council 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:* ▪ *enhance the urban form and spatial structure of the city;* ▪ *be appropriate to their context and respect the established character of the area;* ▪ *include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;* ▪ *be supported by a full range of social and community infrastructure such as*	The proposed Project will facilitate the city becoming more accessible and provides the opportunity for more sustainable densities within the catchment of the proposed Project.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			schools, shops and recreational areas; *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.*	
5.5.3	Quality Housing and Sustainable Neighbourhoods-15-Minute City	QHSN11	*It is the policy of Dublin City Council 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*	The proposed Project directly facilitates the delivery of the 15-minute city through increased accessibility to the city's range of services to the communities within its proximity.
6.5.1	City Economy and Enterprise - Dublin's Role as the National Economic Engine	CEE1	*'It is the policy of Dublin City Council:* *(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.* *(ii) To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.* *(iii) To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism in Dublin.*	The proposed Project enhances international connectivity through the high- quality connection from the airport to Dublin City Centre and through the wider Dublin public transport network. The proposed Project allows a greater number of residents of the city and its catchment to play a full social and economic role in the city, through greater and more convenient accessibility for residents to jobs, culture, education, social and the other amenities of the city.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.1	Sustainable Movement and Transport – Addressing Climate Change through Sustainable Mobility	SMT1	*It is the policy of Dublin City Council 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.*	The proposed Project directly provides a new high-capacity public transport corridor that will encourage a shift in modal share away from private car to public transport. as described in Chapter 9 (Traffic and Transport) of the EIAR sets out the projected pattern of transport use on operation of the proposed Project
8.5.1	Sustainable Movement and Transport – Transition to More Sustainable Travel Modes	SMTO1	*It is an objective of Dublin City Council 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)*	The proposed Project directly provides a new high-capacity public transport corridor that will encourage a shift in modal share away from private car to public transport. The proposed Project has been designed to provide appropriate facilities to encourage higher cycling use and is integrated with the pedestrian and cycling infrastructure in the areas surrounding it.
8.5.2	Sustainable Movement and Transport – Effective Integrated Transport Network	SMT3	*It is the policy of Dublin City Council 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*	The proposed Project directly provides a new high-capacity public transport corridor that will encourage a shift in modal share away from private car to public transport. The proposed Project has been designed to provide appropriate facilities to encourage higher cycling use and is integrated with the pedestrian and cycling infrastructure in the areas surrounding it.
8.5.3	Sustainable Movement and Transport – Effective Integration of Land use and Transportation	SMT4	*It is the policy of Dublin City Council 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.*	The proposed Project will facilitate intensification and mixed-use development along its corridor, subject to the policies of the DCDP. In particular, the proposed Project, where possible, facilitates the development of the station sites themselves for oversite development, on those station lands and over the tunnel alignment, that are zoned for such development.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				The future development of land above or surrounding the station sites, station lands or over the tunnel alignment will be subject to separate planning, assessment and consultation processes
8.5.3	Sustainable Movement and Transport – Mobility Hubs	SMT5	*It is the policy of Dublin City Council to support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.*	The proposed Project aligns with the objective as it will align with the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
8.5.4	Sustainable Movement and Transport – Walking, Cycling and Active Travel	SMT16	*"It is the policy of Dublin City Council 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."*	The proposed Project considers the needs of cyclists and pedestrians and provides appropriate cycle parking facilities.
8.5.4	Sustainable Movement and Transport – Walking, Cycling and Active Travel	SMT19	*'It is the policy of Dublin City Council 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.'*	The proposed Project considers the needs of cyclists and pedestrians at all stations, including the provision of cycle parking facilities where required.
8.5.6	Sustainable Movement and Transport - Cross Guns Bridge	SMTO21	*To seek improvements to Cross Guns Bridge for pedestrian and cycle users, taking into consideration the BusConnects and Metrolink projects.*	The proposed Project has been designed to accommodate the BusConnects project at this location and facilitates safe pedestrian and cycle movements.
8.5.6	Sustainable Movement and Transport – Key Sustainable Transport Projects	SMT22	*It is the policy of Dublin City Council 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*	The proposed Project is directly supported by this policy.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: *• DART +* *• Metrolink from Charlemount to Swords* *…*	
8.5.6	Sustainable Movement and Transport – Key Sustainable Transport Projects	SMTO17	*(i)* *It is an objective of Dublin City Council to promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link projects* *…*	The proposed Project will deliver a metro station at the location (named Glasnevin Station) that will interchange with the Kildare and Maynooth commuter lines. This will be delivered as a standalone station. The future development of land above or surrounding the station, station lands or over the tunnel alignment will be subject to separate planning, assessment and consultation processes.
9.5.4	Sustainable Environmental Infrastructure and Flood Risk– Sustainable Drainage Systems	SI24	*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 & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while*	The proposed Project 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. Details are set out in Section 4.8 of the EIAR.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			enhancing biodiversity and amenity.	
9.5.5	Sustainable Environmental Infrastructure and Flood Risk – Sustainable Waste Management	SI27	*It is the policy of Dublin City Council to support the principles of the circular economy, good waste management and the implementation of best practice in relation to waste management in order for Dublin City and the Region to become self-sufficient in terms of resource and waste management and to provide a waste management infrastructure that supports this objective. To support opportunities in the circular resource efficient economy in accordance with the National Policy Statement on Bioeconomy (2018).*	As set out in the EIAR, the proposed Project will implement the waste hierarchy and apply good industry practice to management of the waste materials generated by the Project. It is predicted that an overall recovery rate of 95% can be achieved for Construction & Demolition wastes (excluding soils and stones).
9.5.5	Sustainable Environmental Infrastructure and Flood Risk– Sustainable Waste Management	SI28	*To prevent and minimise waste generation and disposal, and to prioritise prevention, recycling, preparation for reuse and recovery in order to develop Dublin as a circular city and safeguard against environmental pollution*	As set out in the EIAR, the proposed Project will recover/ recycle at least 95% of construction and demolition waste.
10.5.2	Ecological / Wildlife Corridors	GI14	*To maintain and strengthen the integrity of the city's ecological corridors and stepping stones which enable species to move through the city, by increasing their connectivity [to be shown in the proposed Green Infrastructure Strategy] under Article 10 of the EU Habitats Directive. Development proposals should not compromise their ecological functions and should realise opportunities to contribute to enhancing the nature conservation value of them by landscaping that provides complementary habitats. An Ecological Impact Assessment will be required for any proposed development likely to have a significant impact on habitats and species of interest on or adjacent an ecological corridor.*	The proposed Project has been designed to maintain the integrity of the city's ecological corridors and will not affect its connectivity. The impacts on biodiversity and landscape are described and considered in Chapter 15 and 27 of the EIAR.
10.5.2	Inland and Sea Fisheries	GI15	*To protect inland and sea fisheries and take full account of Inland Fisheries Ireland Guidelines 'Planning for Watercourses in the*	The potential impacts of the project on the aquatic environment have been assessed in Chapter 15 of the EIAR.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			Urban Environment' 2020, when undertaking, approving or authorising development or works which may impact on rivers, streams, watercourses, estuaries, shorelines and their associated habitats. To protect sea angling sites designated by Inland Fisheries Ireland at the North and South Bull Walls and at Dollymount and Sandymount Strands.	
10.5.2	Habitat Creation and New Development	GI16	*That new developments (as appropriate) will be required to support local biodiversity and incorporate biodiversity improvements through urban greening and the use of nature-based infrastructural solutions that are of particular relevance and benefit in an urban context. Opportunities should be taken as part of new development to provide a net gain in biodiversity and provide links to the wider Green Infrastructure network. All suitable new buildings will be required to incorporate swift nesting blocks into the building fabric.*	The setting of the proposed Project limits the potential to deliver local biodiversity improvements. Other than the tunnel sections, works largely comprise works at discrete station locations. At each station, appropriate landscaping proposals are designed into the layout that consider the context of the receiving environment.
10.5.3	Manage / Protect / Enhance Parks	GIO23	*'It is the policy of Dublin City Council to continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.'*	The proposed Project includes elements that are located in lands that are zoned for open space use. In each of these locations, the detail of the design ensures that the open spaces will be reinstated to open space use following completion of the construction phase. However, as described in Chapter 27 (The Landscape) of the EIAR, the impacts will result in non-compliance with this objective, noting that the impacts are on a small proportion of each area of open space affected.
10.5.4	Green Infrastructure and Recreation – Fitzwilliam Square and Four Masters Park	GIO30	*To seek the opening of Fitzwilliam Square and Four Masters Park at Berkeley Road/Eccles Street to the public.*	The proposed Project will deliver the opening of the Four Masters Park to the public.
10.5.5	Green Infrastructure and Recreation –	GI29	*It is the policy of Dublin City Council to protect, maintain, and enhance the watercourses and*	The proposed Project includes elements that will affect the Royal Canal, including walkways, cycleways

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
	Protect Character of River Corridors		*their river corridors in the city and to ensure that development does not cover or encroach upon rivers and their banks. To maintain natural river banks and restore them as part of any new development. The creation and/or enhancement of river corridors will be required and river restoration opportunities where possible will be supported to help improve water quality, and ecology, provide natural flood relief as well as providing amenity and leisure benefits*	and its recreational use. The detail of the design ensures that the works minimize the effects on the canal is minimized during construction and is fully reinstated at operational stage. Chapter 27 (The Landscape) of the EIAR assesses this in more detail.
10.5.7	Green Infrastructure and Recreation - Protect Existing Trees as Part of New Development	GI41	*It is the policy of Dublin City Council to protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.*	The proposed Project includes the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design. However, as described in Chapter 27 (The Landscape) of the EIAR, the impacts will result in non-compliance with this objective in a number of locations.
10.5.7	Hedgerows	GI43	*To protect and enhance the City's hedgerow network, in particular, hedgerows that form townland, parish and barony boundaries. It is Council policy to increase hedgerow coverage and promote the planting of hedgerows in new developments using native species.*	Hedgerow removal is limited in the Dublin City Council area and hedgerows will be planted on completion of the works in the relevant areas.
10.5.8	National Physical Activity Plan 2016	GI45	*To improve the health and well-being of communities by increasing access to participation in sports, recreation and healthy activity in line with the National Physical Activity Plan 2016, the Healthy Ireland Framework 2019 – 2025 and the Sport Ireland Participation Plan 2021 – 2024.*	The demolition of the Markievicz Leisure Centre is not consistent with this policy. As noted in Chapter 21(Land Take) of the EIAR, given the loss of the leisure centre, TII and DCC will provide alternative leisure facilities during construction. TII have committed to fund the re-provision of this centre upon selection of a suitable alternative site by DCC. In the operational stage, the proposed Project will give stronger

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				connectivity to facilities located along the route.
10.5.8	To Improve and Upgrade/ Provide Access to Sports / Recreational Facilities	GI46	*To improve and upgrade existing sports/recreational facilities in the city and to ensure the availability of and equal access to a range of recreational facilities to the general population of all ages and groups (including women/girls and minority sports) at locations throughout the city, including housing complexes. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.*	The demolition of the Markievicz Leisure Centre is not consistent with this policy. As noted in Chapter 21(Land Take) of the EIAR, given the loss of the leisure centre, TII and DCC will provide alternative leisure facilities during construction. TII have committed to fund the re-provision of this centre upon selection of a suitable alternative site by DCC. In the operational stage, the proposed Project will give stronger connectivity to facilities located along the route.
11.5.1	Development of Protected Structures	BHA2	*That development will conserve and enhance protected structures and their curtilage and will:* *(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.* *(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.* *(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.* *(d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.* *(c) Ensure that the form and structural integrity of the protected structure is retained in*	As set out in the Non-technical Summary of the EIAR: Potential impacts during the Operational Phase, before mitigation, include impacts associated with visual changes to the setting of architectural heritage, and physical changes or repositioning of heritage features. Following the Construction Phase and the Operational Phase mitigation, the majority of residual impacts would be imperceptible to moderate and not significant. However, the impact at the following locations will be significant or very significant for the duration of the Construction Phase; the railway tunnel at Cross Guns, Prospect Lodge, Four Masters Park, 43 O'Connell Street Upper, 44 O'Connell Street Upper, 45 O'Connell Street Upper, 52-54 O'Connell Street Upper, 55-56 O'Connell Street Upper, 57 O'Connell Street Upper, 58 O'Connell Street Upper, and the Carroll's Building, Grand Parade. Following mitigation 73 out of the 106 potential impacts will be reduced in severity and there will be no profound impacts, with only 9 very significant impacts and 9 significant. In many cases the mitigation will be in the form of protecting the

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure. *(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.* *(e) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.* *(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.* *(g) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.* *(h) Have regard to ecological considerations for example, protection of species such as bats.*	structure from damage during the works, reducing the potential impact from a high level to a lower level. Where structures are to be demolished the mitigation includes making a record of the structure for the record. Within the Dublin City Council area, significant impacts are identified to RPS 2097 at Dalcassian Downs, RPS 737 at Four Masters Park, RPS 7778 Saint Stephen's Green and RPS 3280 Carroll's Building. Very significant impacts are identified to the affected Protected Structures at O'Connell Street, RPS 6023-6027, noting that the protected element comprises the upper floor façade, which in each case is to be demolished at construction stage and subsequently propped. While the proposed Project has sought to minimise impacts on Protected Structures, some negative impacts will occur, as set out in the EIAR. As a result, this policy is not met in full and therefore, the proposed Project may not meet the requirements of this policy of the Development Plan.
11.5.1	BHA3	Loss of Protected Structures	*That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.*	Following the Construction Phase and the Operational Phase mitigation, the majority of residual impacts would be imperceptible to moderate and not significant.
11.5.3	Built Heritage and Archaeology – Rehabilitation and Reuse of Existing Older Buildings	BHA11	*It is the policy of Dublin City Council to retain, where appropriate, and encourage the rehabilitation and suitable adaptive reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape, in preference to their demolition and redevelopment*	As described in the EIAR, the need for mitigation has been identified in a number of instances where there are predicted effects on architectural heritage. It may occur that sites of architectural heritage significance not identified to date will be discovered during the works, such as cellars surviving from buildings that have otherwise disappeared. Equally, it may at construction stage be deemed safer to remove items of historic street furniture and paving currently

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				identified for protection in situ to secure storage, to ensure no inadvertent damage may arise. A number of different forms of mitigation are specified, the most common of which, given the length of the tunnels to be bored, relates to the carrying out of condition surveys of buildings and other structures of architectural constraints in the proximity of the tunnel prior to and following the completion of the tunnels. At station locations mitigation measures for extant architectural heritage constraints directly impacted by the works will generally be carried out be the Project Conservation Architect (PCA). The role of the PCA, and the condition surveys and specifications they are required to undertake, is outlined listed in the Draft MetroLink Cultural Heritage Strategy. In a relatively small number of instances buildings are to be demolished or cellars are to be acquired and infilled to facilitate the Project and where these buildings are of architectural heritage significance the mitigation involves making a record of the building for posterity. For those of minor interest the level of detail in the record is to English Heritage level 2, while those of higher significance the detail is to be to English Heritage level.
11.5.5	Built Heritage and Culture – Archaeological Heritage	BHA26	*'It is the policy of Dublin City Council to protect and preserve National Monuments.* *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 (www.archaeology.ie) and all wrecks over 100 years old*	Details of the assessment are set out in Chapter 25 (Archaeology and Cultural Heritage) of the EIAR. The potential impact on St. Stephen's Green is noted and the requirements of the policy will not be met in full, noting that this affects approximately 2% of the area.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			including those in the Shipwreck Inventory of Ireland. *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* *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.* *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*	

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged. *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.* *6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences.* *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.* *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.*	

3.6.2.2.1 Dublin City Council Cycle Parking

The approach taken by the proposed Project in respect of cycle parking has been to develop a tailored MetroLink-specific methodology to determine the potential bicycle parking demand to be provided based on 2035 at each station, as there will be varied demand for provisions at each of the stations, both in terms of their predicted demand and demographic spread, and their location within Dublin. Details on the methodology is set out in Appendix 4.1 of the EIAR for the proposed Project.

The numbers for cycle parking to be provided has been proposed and assessed within the Railway Order application, and this preserves the capacity of the NTA and planning authorities in determining appropriate cycle parking standards and objectives with public input in future strategic land use plans as the use of the proposed Project grows (i.e. future Development Plans and Local Area Plans, GDA Transport Strategy, Greater Dublin Cycle Network Plan etc.). Those strategic land use plans will be subject to SEA, AA Screening and potentially AA and their implementation (through consent applications for individual projects) will likewise undergo AA screening and, if required, EIA and AA.

3.6.2.3 Local Area Plans within the Dublin City Council Area relevant to the proposed Project

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 objective of preparing the LAP's in consultation with the relevant stakeholders.

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.

Table 3.15: DCC LAP's

Page	Section	LAP / Chapter title	Paragraph / Policy / Objective	Project Response
59	6.5	Ballymun LAP 2017 (as extended) - M50 Lands: Outside the LAP Area	*The LAP reviews the progress made in implementing the aims and objectives of the Ballymun Masterplan and provides an updated strategy for the future development and management of the area to the meet the needs of the existing and future population. The area north of the City Council's boundary between St. Margaret's Road and the M50 forms a crucial contextual zone of the LAP. With much of the lands under the ownership of DCC, the LAP sets out the vision and objectives for these lands, in conjunction with FCC.*	Table 4.13: Ballymun LAP 2017 (as extended) identifies the policies and objectives relevant to the proposed Project.
14	3.2.2	George's Quay LAP 2017 – LAP Development Strategy *[Expired]*	*'The overall strategy for the George's Quay LAP is to support and facilitate the development of a strong character area, consolidating the area as a major employment hub benefitting from excellent public transport connectivity and providing an important linkage between the city centre core and the wider docklands area. The LAP is focused on increasing street activity by encouraging new mixed use development, with active street frontages, improved public realm and attractive pedestrian and cycle linkages in order to create a 'great place to visit, work and live'.* *'Georges Quay LAP is one of the most accessible locations in the city, with Tara Street Station catering for DART and commuter rail and a comprehensive bus network crossing the area. Also key, the LUAS Cross City line which will be operational by the end of 2017, will run down Hawkins Street, with testing of the line due to commence this summer.'* (George's Quay LAP 2017, p.18)	Table 4.19 identifies the policies and objectives relevant to the proposed Project. *[While this LAP has expired, it has been included here for completeness]*

3.6.2.4 Your City Your Space – Dublin City Public Realm Strategy

The strategy was prepared by DCC in 2012 and sets out the shared responsibility towards the management of the public realm. O'Connell Street Station, Tara Station and St. Stephens Green Station are within the plan's area. Within the strategy O'Connell Street is part of the Civic Spine, and the plaza at the GPO is identified as a Primary Public Space. Tara Street is identified as a linking route. St. Stephens Green is identified as a secondary street under the strategy, while the square is identified as a Georgian Square.

3.6.2.5 The Heart of Dublin – City Centre Public Realm Masterplan

The public realm masterplan for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian-friendly core within Dublin 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, including the proposed

Project. The proposed Project will interface with the masterplan at O'Connell Street and Tara Stations. Phase I will include upgrade works at O'Connell Street. Tara Street will be upgraded as part of Phase III, including the greening of the street through tree planting.

3.6.2.6 Draft Dublin City Climate Action Plan 2024-2029

The Draft Dublin Climate Action Plan 2024-2029, Climate Neutral 2030 (DCAP) has been prepared in partnership with the other Dublin local authorities and represents Dublin City's second climate action plan. The primary focus of the DCAP is to a prepare the city and its people for the known impacts of climate change such as flooding and extreme weather events and to help mitigate against the worst effects.

The DCAP sets out a number of actions for achieving the goals identified in the plan and identifies the following key targets:

- A 51% reduction in greenhouse gas emissions in line with our National Climate Objective by 2030, while striving for neutrality before 2050 as per Dublin City's participation in the EU Mission for 100 Climate Neutral and Smart Cities (Net Zero Cities).
- A Climate Resilient City prepared for the known and unknown impacts of climate change.
- A Just Transition meaning that the actions we take do not cause harm.

The DCAP highlights the need for each of the targets to be treated in an interdisciplinary manner and to be built upon the foundations and connecting actions that best represent the city and its people. In this regard, the DCAP identifies four key foundations as follows:

- A Resilient City;
- A Resource-Full City;
- A Creative City; and
- A Social City

Within each of these foundations, key actions are identified and the degree to which those actions are successful in delivering upon the overall foundation will be measured against a headline indicator.

While it is considered that the planned Project will interact with some of the key actions in a more indirect way, other key actions will directly interact with the proposed project.

As part of Foundation 3: A Creative City, action C4 outlines the need for the creation of decarbonisation zones. The locations for these zones have been identified as Ringsend & Poolbeg and Ballymun. The planned Project will pass through the Ballymun decarbonisation zone at Ballymun Station and at nearby points along the alignment. It is stated that as part of the creation of these zones, specific decarbonisation plans will be created to allow the 'unique strengths of each zone come to the fore'.

The key Objectives relevant to the proposed Project are set out in Table 3.16 below.

Table 3.16 Dublin City Council Climate Action Plan Objectives Relevant to the proposed Project

Chapter Title/Sub Heading	Paragraph/Policy Objective	Project Response
Foundation 2	*Dubliners can explore nature within a 30-minute walk, cycle, or journey by public transport.*	The proposed Project will increase the numbers of people within the catchment of public transport.
Gap to Target	*DCC must reduce its non-electricity related emissions by a further 48% compared to the 2018 baseline.*	The proposed Project will help deliver the essential transport infrastructure required to assist in the achievement of a reduction in the gap to target.

3.6.2.7 Draft Dublin City Centre Transport Plan 2023

The Draft Dublin City Centre Transport Plan 2023 (DCTP) has been prepared by Dublin City Council to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision for the city as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan. The DCTP also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022-42 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking.

The DCTP identifies the key changes that have occurred in the city centre since 2016 and highlights the key transport challenges facing the city.

The DCTP sets out the following vision for the plan:

'A thriving, active City Centre with sustainability and facilitation of emissions reduction as fundamental goals, where the transport system enhances freedom of movement and meets the environmental, social, cultural and economic needs of the people it serves'.

The DCTP identifies the following objectives through which the plan will be delivered:

- *To Provide a Significantly Enhanced City Centre Environment*
- *To Facilitate the Delivery of a Net-Zero City Centre Transport System*
- *To Improve the City Centre's Economy and Liveability*

In relation to the proposed Project, the DCTP states that

'While in the longer term MetroLink and future expansions to the Luas network will provide significant capacity improvements, the roll out of BusConnects and DART+ over the period of this plan will provide a major increase in public transport capacity.'

The plan highlights the need to ensure that the key enabling infrastructure for Metrolink is put in place during the plan period.

This includes but is not limited to, traffic management proposals at Westland Row and Pearse Street and at Tara Street and Pearse Street. The traffic management proposals at these locations will allow for increased permeability for pedestrians and allow for additional pedestrian movement at both Pearse Street and Tara Street stations and will prepare the way for the proposed Metrolink Stop at Tara Street.

Section 11.1 of the DCTP states that as part of the priorities for the City Centre Public Transport Network

'The streets of the City Centre will be planned and designed with a view to accommodating the physical requirements of new patterns of increased pedestrian activity arising out of BusConnects, DART+, MetroLink and future Luas development'.

Project Response

The DCTP clearly puts the delivery of the proposed Project at the heart of its objectives. This includes a commitment to provide the physical on the ground infrastructure to support connection to the high-capacity high-frequency public transport link and facilitate multi-modal interchange with other transport modes.

4. Section by Section Assessment

4.1 Introduction

This section is a detailed review of the planning policies and objectives for the lands through which the works for the proposed Project occur. It summarises the land-use zonings and objectives in the relevant county development plan and any relevant LAP / Masterplan objectives.

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 November 2023. The planning applications are distinguished between the permanent alignment and the temporary construction areas of the proposed Project.

4.2 AZ1 Northern Section: Estuary to Airport Tunnel North Portal

This section of the proposed Project includes the section from Estuary to the northern airport portal north of Dublin Airport, as shown in Diagram 4.44 of Chapter 4 (Description of the MetroLink Project) of the EIAR. The summary description of the overall proposed Project is set out in Section 2.4 of this report and full details are set out in Chapter 4 (Description of the MetroLink Project) of the EIAR.

4.2.1 Estuary Station and Park and Ride Facility

4.2.1.1 Proposed Works

Estuary is a surface station that interfaces with the P&R Facility proposed to be located next to the Station. The P&R Facility will comprise three combined elements of three, four and five storeys, accommodating 3,000 cars. The car park buildings will be linked with the Estuary Station platforms by a pedestrian bridge and steps and lift to platform level.

The main approach for vehicles to the car park will be from the R132 Swords Bypass via a section of the planned SWDR which will be constructed for the purposes of the proposed Project. This will be supported by an internal network of roads for private and public transport access, pedestrian paths and cycle paths. There will also be pedestrian and cycle path access to the site. It is proposed to provide 126 bike stands.

Extensive landscaping along the R132 and MetroLink alignment from the station and P&R to the south that interfaces with the Broadmeadow and Ward Rivers corridor. This landscaping 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.

In addition, there will be a temporary construction compound located to the west of the proposed station.

Associated utility diversions related work will be carried out.

4.2.1.2 Zoning

The lands are within the functional area of FCC and are zoned in the FDP, as 'MRE'- Metro and Rail Economic Corridor'. The 'MRE' zoning objective is to facilitate opportunities for high-density, mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the 'MRE'. The vision of 'MRE' zoning is to provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the MetroLink or rail or light rail stations within settings of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape.

4.2.1.3 Map-Based and Other Objectives

The lands are affected by a number of distinct map-based objectives of the FDP.

- The construction of the Swords Western Distributor Road is an objective of the FDP. The purpose of its construction is to divert traffic from Main Street, the R132 and the M1, whilst also serving as a direct access to proposed P&R Facility;
- Located within the site boundary at the north western edge, is a recorded monument (SMR No. DU011-131). It is classified as an enclosure.

4.2.1.4 Local Area Plans/Masterplans

The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.

4.2.1.5 Planning History

There are no extant planning permissions on the site.

4.2.1.6 Project Response

As noted in Table 3.5 of this Report, the zoning matrix confirms that 'public transport station' is 'permitted in principle' under the 'MRE' Corridor zoning objective.

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 Policy CMP21 which states that is an objective to '*Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy',* and as such the use directly meets the policies and objectives of the plan. The proposed P&R Facility car park promotes and support the provision of P&R at a suitable location near the proposed Estuary metro station. Access to the station and the associated P&R Facility will by way of the delivery of the initial element of the Swords Western Distributor Road. This directly responds to the roads objective of the FDP. Therefore, the proposed works on site comply with the zoning and map-based objectives of the FDP.

The proposed Project complies with the 'MRE' zoning as it provides a high capacity, high frequency rail line from Dublin City to Swords via Dublin Airport and therefore opens up to lands to greater accessibility, and future development of high-density mixed-use employment, commercial and residential uses. The alignment minimises the impact on the development potential of the lands through routing inside the boundary without significant encroachment, thus reducing any constraint on the layout of the overall LAP area. The alignment is, therefore, consistent with the 'MRE' zoning objective. The designation of 'MRE' zoning highlights the strategic importance to the economy and well-being of the county's residential and business/employment population as a result of the proposed Project being delivered.

4.2.2 Estuary Station to Seatown Station

4.2.2.1 Proposed Works

The alignment between Estuary and Seatown Stations comprises a combination of at surface, open cut and cut and cover sections, crossing the Broadmeadow and Ward Rivers by way of a viaduct built up on embankments.

There are two existing footbridges along the R132 Swords Bypass in this section which will be demolished as part of the proposed Project. These are the R132 Fingallians footbridge and the R132 Seatown footbridge. However, the severance caused by the demolition of the footbridges will be mitigated through the R132 Connectivity Project, which received planning approval in 2022 and will progress ahead of this proposed Project. Two football clubs have facilities in Balheary Park that will be affected by the permanent land-take required for the proposed Project. The recreational land is bounded by the Ward River to the west and north, the R132 to the east, and the R125 road to the south. Both pitches at the Swords Rovers Football Club will be realigned due to the loss of land to the north and eastern boundaries of the park. The Fingallians GAA pitches also need to be re-positioned and reduced in size.

In addition, there will be temporary construction compounds and associated utility diversions related work.

The proposed stations at Estuary, Seatown, Swords Central and Fosterstown are connected by extensive landscaping (being provided as part of the proposed Project), whereby it will be possible to walk or cycle along its route between these stations. The public realm areas around these stations are defined by the station architecture and the necessity for a plaza arrival area to the front of each station. This in conjunction with the amendments to the R132 layout as part of FCC's R132 connectivity project, provides an at-grade interface with the surrounding urban framework. The public realm design for these stations has been developed around access points and desire lines for both cyclists and pedestrians to access the stations.

4.2.2.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029.as follows:

- 'MRE' – Metro and Rail Economic Corridor; and
- 'OS'- Open Space.

The objective of OS zoning is to preserve and provide for open space and recreational amenities. The vision of OS zoning is to provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.

- 'HA' – High Amenity.

The objective of HA zoning is to protect and enhance high amenity areas. The vision of HA zoning is to protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place.

- 'RA' – Residential.

The objective of RS zoning is to provide for new residential communities subject to the provision of the necessary social and physical infrastructure. The vision for RS zoning is to ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.2.3 Map-Based and Other Objectives

The alignment is in proximity to a number of distinct map-based objectives in the FDP 2023-2029:

- On or near a specific objective to 'protect and preserve trees, woodlands and hedgerows', at the Broadmeadow River;
- Near two Protected Structures: RPS No. 0340 Balheary Bridge and RPS No. 0341 Lissenhall Bridge;
- Proposed road objective through Estuary Central masterplan area to R132;
- Indicative Cycle/ Pedestrian Route (along R125 and Along Ward River); and
- Quality Bus Corridor (along R132).

From the proposed cycle network in the GDACNP the proposed alignment will intersect cycle routes at the following locations (route reference in parenthesis):

- Lissenhall Bridge (FG2);
- Ward River (FG3);
- R132 and R125 (SW1); and
- Swords Business Park Road (SW4).

4.2.2.4 Local Area Plans/Masterplans

The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.

4.2.2.5 Planning History

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'1s permanent works area. The road improvement works are proposed to the R125 Seatown West Roundabout which intersects with the Proposed Project.

Table 4.1: Permanent Works Area Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F22A/0365	The development comprises of grid connection infrastructure to connect to an approved solar photovoltaic development. Under Register Reference F17A/0340, PL06F.249174	29-11-2022	16-12-2022	No	GRANT PERMISSION
ABP Ref 313337	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.	14/04/2022			Pending

4.2.2.6 Project Response

As noted in Table 3.5 of this Report, under the relevant zoning objectives of MRE, OS, HA and RS, 'Rail Infrastructure' 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 FDP zoning maps specifically identify 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.

Objective EE03 in the FDP states:

'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.'

TII is a statutory undertaker for the proposed Project with the purpose of providing high quality transport infrastructure and services, which aligns with the use class of 'Rail Infrastructure' and the FDP.

The proposed Project complies with the MRE zoning as it provides a high capacity, high frequency rail line from Dublin City to Swords via Dublin Airport and therefore opens up to lands to greater accessibility, and future development of high-density mixed-use employment, commercial and residential uses. The alignment minimises the impact on the development potential of the lands through routing inside the boundary without significant encroachment, thus reducing any constraint on the layout of the overall Masterplan area. The alignment is, therefore, consistent with the 'MRE' zoning objective.

The removal of the existing pedestrian bridge at the Balheary Road roundabout complies with the land use zoning within the FDP. The existing footbridge will become redundant with the proposed FCC's R132 Connectivity project (ABP reference JP06F.310145), approved in January 2022.

The alignment passes through RA zoned lands, requiring the acquisition and demolition of two residential properties, and OS zoned land, passing through the public open space serving the Seatown Villas and Estuary Court developments. The proposed Project will provide the physical infrastructure in relation to a high capacity and high frequency metro train benefiting both the new and existing residential communities of Swords town.

This would meet the objective to *'Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.'*

By their nature linear infrastructure projects such as drainage, transmission, and rail infrastructure, within developed urban areas will inevitably extend across a wide variety of zoned (or unzoned) lands. Such infrastructure must be developed on the most suitable lands, while balancing considerations such as accessibility to centres of population, technical feasibility, cost, environmental sensitivities/ designations and land use zoning.

The design has a marginal effect on the extent of the zoned area and does not affect the overall layout of the developed RA zoned lands. The proposed design supports the public transport connectivity for the overall residential land use zoning in this quadrant of Swords through the provision of good public transport links which will fulfil the zoning's vision. The lands affected are not an essential element of the overall integrity of the developed residential development. As such, the use of the lands for railway infrastructure is compatible with the land use zoning at this location.

The OS zoning affected is primarily comprised of lands set aside to provide amenity as part of established residential communities. The works proposed in these locations reinstate amenity use for the existing residents and the wider Fingal population, and as such complies with OS zoning.

4.2.3 Seatown Station

4.2.3.1 Proposed Works

Seatown Station will be located on the southeast side of Seatown roundabout, which connects the R132 Swords Bypass with Seatown Road. The setting is urban, with extensive residential areas to the west of the R132 and the main centre of Swords itself, while the Swords Business Park lies on the east side of the R132. Seatown Station will be in retained cut, aligned north-south parallel with the R132, with a single entrance to the station at the northern end. Near neighbours include the Hertz Europe Service Centre to the immediate east and Woodies DIY store to the north of Seatown Road.

The design of access to Seatown Station has been integrated with the proposals for the R132 Connectivity Project. The existing footbridge over the R132 on the north side of Seatown roundabout will be demolished to make way for the new railway in retained cut. As part of the R132 Connectivity Project Seatown roundabout will be replaced with a signalised junction, with new pedestrian and cyclist crossings facilitating north-south and east-west movements. Consequently, the proposed Project will use the improved pedestrian and cycling facilities provided by the R132 Connectivity Project to provide enhanced access to the station via walking and cycling.

In addition, there will be temporary construction compounds and associated utility diversions related work.

The proposed stations at Estuary, Seatown, Swords Central and Fosterstown are connected by extensive landscaping (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. The public realm areas around these stations are defined by the station architecture and the necessity for a plaza arrival area to the front of each station. This in conjunction with the amendments to the R132 layout as part of FCC's R132 connectivity project, provides an at-grade interface with the surrounding urban framework. The public realm design for these stations has been developed around access points and desire lines for both cyclists and pedestrians to access the stations.

4.2.3.2 Zoning

The lands for Seatown Station are zoned 'MRE'- Metro and Rail Economic Corridor' in the in the FDP 2023-2029. Under this zoning a public transport station is a permitted use.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.3.3 Map-Based and Other Objectives

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

- An indicative cycle/pedestrian route is planned to the north of the proposed site along Seatown Road; and
- The station lies within the consultation distance of a site identified as having the potential to have a major accident hazard, as determined under the 'SEVESO' Directives. The site in question is Swords Laboratories or SK Biotek, approx. 730m from the station on Watery Lane.

4.2.3.4 Local Area Plans/Masterplans

The FDP does not specify any objectives for the preparation of an LAP on the subject lands during the plan period.

4.2.3.5 Planning History

There are no extant planning permissions on this site.

4.2.3.6 Project Response

A 'public transport station' is 'permitted in principle' under the MRE zoning objective. The proposed station location is on lands that are subject to the preparation of a Masterplan (Estuary South). This Masterplan has yet to be prepared. The proposed Project complies with the MRE zoning as it provides a high capacity, high frequency rail line from Dublin City to Swords via Dublin Airport and therefore opens up to lands to greater accessibility, and future development of high-density, mixed-use employment, commercial and residential uses.

4.2.4 Seatown to Swords Central

4.2.4.1 Proposed Works

The alignment between Seatown Station and Swords Central Station comprises retained open cut track incorporating cut and cover under roads. The existing footbridges over the R132 adjacent Chapel Lane / Ashley Avenue and the Malahide Road footbridge will to be demolished under FCC's R132 Connectivity project (ABP reference JP06F.310145), approved in January 2022.

As described above, associated landscaping works will be carried out along the R132 between the stations.

4.2.4.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029 as follows:

- 'MRE' – Metro and Rail Economic Corridor; and
- 'OS'- Open Space.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.4.3 Map-Based and Other Objectives

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

- Indicative Cycle/ Pedestrian Route along Chapel Lane, including the R132 overbridge; and
- The retained open cut track is planned to intersect with two pedestrian walkways over the R132, located at Chapel Lane and Drynam Road.

From the proposed cycle network in the GDACNP the proposed route will pass through or under the following cycling routes.

- Chapel Lane (Feeder Route);
- Swords Road (SW3); and
- Drynam Road (SW2).

4.2.4.4 Local Area Plans/Masterplans

The route runs through lands subject to the Barrysparks and Crowcastle Masterplan lands. Specific objectives within the Barrysparks and Crowcastle Masterplan are considered in Table 3.10 of this report in conjunction with the station.

4.2.4.5 Planning History

There are two extant planning permissions whose boundary crosses into the area of the proposed Project as set out in Table 4.2. However, the works themselves as part of F18A/0070 are located within the existing Siemens building and are not affected by the proposed Project. The works to be retained are not affected by the Proposed Project.

Table 4.2: Permanent Works Area Planning Permissions

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

Two extant planning permissions lie within the temporary construction related land take area and are set out in Table 4.3 below. Planning Permission F19A/0409 will have expired before construction of the proposed Project. Planning Permission F20A/0180 has been carried out. The construction of the proposed Project will make use of the access and exit roadway to the Pavilions Shopping Centre.

Table 4.3: Construction Areas Extant Planning Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F19A/0409	The development comprises the change of use on site to a seasonal event area, for a temporary period of 4 years and which will accommodate a range of seasonal events.	03-Sep-2019	25-Oct-2019	No	GRANT PERMISSION
F20A/0180	Continued use on a permanent basis of the existing access and exit roadway off the western carriageway of the R132 regional route, south of the existing Malahide Road roundabout. The existing access road serves internal circulation and car parking areas within Swords Pavilions Shopping Centre. The access road and associated site development and landscape works and lighting exist as previously permitted under register reference nos. F03A/1331, F05A/1201, F06A/1693, F07A/1195, F10A/0392, F15A/0179 and F16A/0440, but is subject to a condition restricting the period of its use.	23-04-2020	20-07-2020	No	GRANT PERMISSION

4.2.4.6 Project Response

Under the zoning objectives, 'Rail Infrastructure' 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.

In principle, the proposed Project provides the rationale for the intensification of the lands under the 'MRE' zoning objective. The alignment minimises the impact on the development potential of the lands through routing inside the boundary without significant encroachment, thus reducing any constraint on the layout of the overall masterplan area. The alignment is, therefore, consistent with the 'MRE' zoning objective.

The proposed design facilitates access to the lands, providing cut and cover sections, set in the context of the character of the R132 as an urban boulevard, as facilitated by the R132 Connectivity Project and the landscaping and urban design works within the Metrolink project.

South of Swords Business Park, the alignment crosses through lands zoned Open Space, passing through the public open space serving the Ashley Avenue development as well as through open space adjacent to the existing Malahide Road roundabout.

The vision for the Open Space zoning is to '*Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority*.'

The open space affected is primarily comprised of lands set aside to provide amenity as part of established residential communities. The works proposed in these locations reinstate amenity use for the existing residents' communities and the wider Fingal population, and as such complies with the open space zoning.

South of Drynam Road, the alignment crosses lands zoned as 'RS' – Residential. Existing footbridges will be demolished as part of the R132 Connectivity Project which received planning approval on 20 January 2022 and will progress ahead of this proposed Project.

4.2.5 Swords Central Station

4.2.5.1 Proposed Works

This station will be located within a retained cut and will be located on the eastern side of the R132 Swords Bypass. Swords Central Station has been designed to link with the Pavilions Shopping Centre by way of a pedestrian crossing of the R132. 942 bicycle parking spaces will be provided. The works have an associated streetscape and plaza with further integration into the extensive landscaping connecting to Seatown and Fosterstown. The station plaza consists of an active plaza, linking to bicycle parking facilities, neighbourhood pedestrian routes and connectivity into the wider network of proposed paths. In addition, there will be temporary construction compounds and associated utility diversions related work.

4.2.5.2 Zoning

The lands for Swords Central Station are zoned 'MRE'- Metro and Rail Economic Corridor' in the FDP 2023-2029. Under this zoning a public transport station is a permitted use.

The associated works are on lands zoned as follows:

- 'MRE' – Metro and Rail Economic Corridor; and
- 'MC' – Major Town Centre.

The objective of MC zoning is to protect, provide for and/ or improve major town centre facilities. The vision of MC zoning is to consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.5.3 Map-Based and Other Objectives

The lands are affected by a number of distinct map-based objectives in the FDP 2023-2029

- The lands are within an area subject to the preparation of a Masterplan (MP).
- On or near a specific objective to 'protect and preserve trees, woodlands and hedgerows', along the R132

4.2.5.4 Local Area Plans/Masterplans

The station site will be within the Barrysparks and Crowcastle Masterplan area, approximately 175m south along the R132 from Malahide Road roundabout. The required Masterplan for the lands was adopted in May 2019.

The key objectives of the Barrysparks and Crowcastle Masterplan (BMP) 2019 relevant to the proposed Project are set out in Table 4.4.

Table 4.4: Barrysparks and Crowcastle Masterplan 2019

Section	Paragraph / Policy / Objective	Project Response
4	Transport and Movement ▪ 'Reduce the need to undertake local car-based journeys by providing a high-quality walking and cycling network. ▪ Ensure efficient internal vehicular movements through the provision of link roads, to connect the R132 to the north of the lands to the proposed Airside-Feltrim Link Road to the south. ▪ Ensure that pedestrian and cyclist facilities are designed in accordance with Section 5.8.3 of the NTA's Transport Strategy for the Greater Dublin Area 2016-2035. ▪ Improve road infrastructure in the area by ensuring the completion of the Airside-Feltrim Link Road, connecting Lakeshore Drive with the Holywell Roundabout. ▪ Ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout. ▪ Ensure that the Masterplan lands are connected to the Pavilions Shopping Centre and Swords Main Street by providing pedestrian/ cyclist access across the R132 and facilitating movements through the lands from Holywell. ▪ Ensure that the necessary and required road improvements are in place to support development. ▪ Provide for the realignment of the Drynam Road.	The proposed Project directly meets the transport and access requirements of the Masterplan. The vertical alignment facilitates access to the Masterplan lands. Pedestrian and cycle connections across the R132 are delivered within the scheme design.
5	Green Infrastructure ▪ *Provide a central north-south green corridor encompassing pedestrian and cyclist infrastructure and both active and passive open space amenities connecting from the R125 to the south of the site to the R132 to the north.* ▪ *Provide a high-quality landscaped open space area adjacent to the proposed MetroLink station to the north of the Masterplan lands that connects to the central spine and facilitates pedestrian and cyclist movements.* ▪ *Ensure that all open space areas are highly landscaped and well maintained in order to create a high-quality commercial*	The proposed Project directly provides a high quality landscaped open space adjacent to the station, linking to the masterplan locations for connections through the landbank.

Section	Paragraph / Policy / Objective	Project Response
	and residential development, capable of attracting top-tier employers and talent. ▪ *Provide a pedestrian and cyclist connection from the proposed central spine to the existing open space area at Holywell Avenue to facilitate movements to the Pavilions, Swords Main Street and into a redesigned Ward River Valley Park as set out in Swords Masterplan 2009.* ▪ *Conserve, protect and enhance existing trees and hedgerows within the Masterplan lands to help foster biodiversity in the area.'*	
6	Built Form ▪ *'Provide a MetroLink station to the north-west of the Masterplan lands adjacent to the R132, or as required by the final MetroLink alignment as confirmed with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII)*	Delivered within the proposed Project
6	Urban Design ▪ *'Reinforce a sense of place at this strategic location along the main 'Gateway' to Swords, by providing high-quality public spaces and strong urban elevations along key road frontages.* ▪ *Ensure the proposed 'Swords Central' Metro station and associated open space facilitates active travel and connections to the wider Swords area.'*	The proposed layout at the station facilitates the delivery of strong urban elevations along the R132 in line with the Masterplan objectives.
6	MetroLink ▪ *'Providing for full integration with MetroLink* ▪ *Promoting strong and attractive urban elevations along the R132 at these locations* ▪ *Ensuring good vehicular connectivity to the MP lands* ▪ *Ensuring good and convenient permeability for pedestrians and cyclists from the Masterplan and adjacent lands across the R132 and Metro line.* ▪ *Encourage and facilitate a MetroLink station that enables full permeability in order to realise the full development potential of the Masterplan lands and ensure a positive visual contribution which contributes to the objective to provide a strong urban edge to the R132.* ▪ *Create a high-quality public realm which fully integrates the MetroLink development, providing access to the Masterplan lands with a strong link to the Pavilions and Main Street. These high-quality links should provide a safe, attractive and easily accessible link from the Masterplan lands to the Pavilions centre side.* ▪ *Provision of appropriate pedestrian and cycle crossings at ground level across the R132 as part of (a) the upgrade of the Malahide Road roundabout to a signalised junction and (b) as part of a future shared access between the Masterplan lands and the Pavilions Centre.'*	The proposed Project delivers pedestrian and cycling connections across the R132 to the Pavillions Shopping Centre and onwards to Main Street.
	Map-Based ▪ *'The indicative building height of the Metro Station is identified as 2 storeys.* ▪ *A pedestrian and cyclist connection (in the form of a bridge) across the R132 is proposed on the Eastern boundary of the site.'*	The Metro Station canopy is consistent with the aspiration. Safe and attractive pedestrian and cycle connections across the R132 are delivered at-grade in tandem with the permitted R132 Connectivity Project

4.2.5.5 Planning History

There are no extant planning permissions on the site.

4.2.5.6 Project Response

As noted above, the zoning matrix confirms that 'public transport station' is 'permitted in principle' under the MRE zoning objective.

The proposed station location is on lands that are subject to an adopted masterplan which seeks to facilitate strong pedestrian and cycling connections and promote active travel to the Metro station and Swords Main Street. The masterplan maps specifically identify an 'Indicative Metro Route' through the lands along an alignment similar to that for the proposed Project. Therefore, the principle of a metro alignment through the lands directly meets the policies and objectives of the plan. The alignment minimises the impact on the development potential of the lands through routing inside the boundary without significant encroachment, thus reducing any constraint on the layout of the overall masterplan. The alignment is, therefore, consistent with the 'MRE' zoning objective. The designation of MRE zoning highlights the strategic importance to the economy and well-being of the county's residential and business/employment population as a result of the proposed Project being delivered. The proposed Project aligns with the vision of MC zoned lands as it facilitates in the provision of a Metro station which will increase accessibility and opening up the development potential and densification of the surrounding masterplan lands that will benefit the communities of Swords town.

4.2.6 Swords Central Station to Fosterstown Station

4.2.6.1 Proposed Works

The alignment between Swords Central Station and Fosterstown Station comprises retained open cut track incorporating cut and cover under roads. In addition, there will be temporary construction compounds and associated utility diversions related work.

As described above, associated landscaping works will be carried out along the R132 between the stations.

4.2.6.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029 as follows:

- 'MRE' – Metro and Rail Economic Corridor; and
- 'HT' – High Technology.

The objective of HT zoning is to provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment. The vision of HT zoning is to facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings.

The areas required for construction are a larger land take, albeit for a temporary period. In addition to the land use zoning objectives in the permanent works area, the construction works area will also affect lands zoned as 'OS' Open Space and 'RS' Residential.

4.2.6.3 Map-Based and Other Objectives

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

From the proposed cycle network in the GDACNP the proposed route will pass through or under the following cycling routes.

- Carlton Court (Feeder Route); and
- Seatown Road, R125 (SW5)

4.2.6.4 Local Area Plans/Masterplans

The part of the alignment south of Swords Central Station is within the BMP 2019 and within close proximity to Fosterstown Masterplan.

4.2.6.5 Planning History

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.

Table 4.5: Permanent Works Area Planning Permissions

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

4.2.6.6 Project Response

Under the zoning objectives, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses under MRE or HT zoning objective. 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 proposed Project complies with the MRE zoning as it provides a high capacity, high frequency rail line from Dublin City to Swords via Dublin Airport which would open up to lands to greater accessibility, and future development of high-density, mixed-use employment, commercial and residential uses. In addition, the proposed Project also aligns with the BMP and the HT zoning, as it improves access to these lands and as such it facilitates *'opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings*'. The HT zoning is aimed at providing a location for high end, high-quality, value-added businesses and corporate headquarters.

The alignment of the proposed Project minimises the impact on the development potential of the lands through routing inside the boundary without significant encroachment, thus reducing any constraint on the layout of the overall BMP. The alignment is, therefore, consistent with the 'MRE' zoning objective. The proposed design facilitates access to the lands, providing cut and cover sections, set in the context of the character of the R132 as an urban boulevard, as facilitated by the R132 Connectivity Project and the landscaping and urban design works within the Metrolink project.

Construction compounds including any areas used for access, will be returned to the most appropriate use as soon as reasonably practicable after completion of the works. Access will be maintained into Swords Veterinary Hospital at all times and an alternative access provided during the works.

The Fosterstown Masterplan (which applies to the landbank to the west of the R132) identifies the Metro alignment as running through the HT lands and identifies the station location on the east side of the R132 at approximately the selected location. 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.

The Fosterstown masterplan show the wider transport objectives for this quadrant of Swords. While the alignment does not go through these lands, the masterplan identifies strategic access from the R132 to the lands affected, including a proposed 'possible future green route' to the High Technology lands from the R132.

The vertical alignment of the proposed Project through the lands facilitates the future location of access points to the lands here in line with the masterplan. The landscape proposals support the provisions of the Fosterstown Masterplan in terms of integrating with the Metrolink corridor.

Therefore, the alignment of the project through these lands is compliant with the policies and objectives of the FDP.

4.2.7 Fosterstown Station

4.2.7.1 Proposed Works

Fosterstown Station will be located on the eastern side of the R132 Swords Bypass next to Airside Retail Park. The proposed location will require the demolition of a large retail unit at the west end of the Retail Park. As a result of the retail unit demolition, there will be requirement for the realignment of the internal road network within Airside Retail Park. The realigned internal road network will also be used to provide access to the station, associated drop-off, relocated Airside substations, and relocated telecommunications mast. 432 bicycle parking spaces will be provided. A new pedestrian crossing across the R132 Swords Bypass is proposed from the station to Fosterstown Masterplan area. A new walkway is proposed on the east side of the Metro alignment connecting the station to Airside Retail Park.

Fosterstown station will include a traction substation. Fosterstown Station has an associated streetscape and plaza with further integration into a network of paths and extensive landscaping which links to the North towards Swords Central. In addition, there will be temporary construction compounds and associated utility diversions related work.

4.2.7.2 Zoning

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.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.7.3 Map-Based and Other Objectives

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

- Located northeast (behind Airside Retail Park) of the site boundary is a recorded monument (SMR No. DU011-153). It is classified as a pit;
- Located at the station is a recorded monument (DU011-154). It is classified as a metal surface.
- 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.

4.2.7.4 Local Area Plans/Masterplans

Fosterstown Station lands are not within an area subject to a LAP or Masterplan. However, located to the north-west of the site within close proximity is an area subject to Fosterstown Masterplan which was adopted in 2019. The vision for the Fosterstown Masterplan lands is to utilise the new connections that will emerge in Swords via the MetroLink station and Core Bus Corridor on the R132. The station site will be within close proximity to the Fosterstown LAP area north of the Boroimhe Willows.

The key objectives of Fosterstown Masterplan relevant to the proposed Project are set out in Table 4.6.

Table 4.6: Fosterstown Masterplan 2019

Section	Paragraph / Policy / Objective	Project Response
2	Opportunities ▪ 'Ensure that the new MetroLink 'Fosterstown' station will be fully accessible to all in the new community, through the provision of pedestrian and cyclist infrastructure to the station and with the creation of a public plaza. ▪ Links to the MetroLink station on the R132 have been provided for walkers and cyclists, to promote the continued active travel approach.'	The proposed Project provides a dedicated pedestrian and cycle crossing connecting the Masterplan area to the station and provides for a public plaza at the station.
3	Open Space ▪ 'The riparian corridor will provide pedestrian and cycle facilities to facilitate the movement of people through the site and to the Metro station and wider Swords area.'	The pedestrian connections required are facilitated by the location of the R132 crossing at the pedestrian and cycle crossing.
4	Transport and Movement ▪ 'Priority pedestrian connections to the Fosterstown MetroLink station will be created through the emerging new residential developments, as opposed to the established communities of Boroimhe.'	The pedestrian connections required are facilitated by the location of the R132 crossing at the pedestrian and cycle crossing.
4	Parking ▪ 'Secure cycle parking is to be provided at each Metro Station to enable efficient interchange.'	The proposed Project will provide cycle parking for 432 bikes.

4.2.7.5 Planning History

One extant planning permission lies within the temporary construction related land take area and are set out in Table 4.7 below. This Planning Permission has been carried out. The planning permission is at Smyth's Retail Warehouse unit, within Airside Retail Park, that is proposed to be demolished as part of the proposed Project.

Table 4.7: Construction Area Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F18A/0131	Retention permission for the use of part of the ground floor of Unit A as a Starbucks coffee shop with associated works.	17-10-2018	12-11-2018	No	Grant Permission

4.2.7.6 Project Response

Fosterstown Station lies within lands predominantly zoned as HT with part of the station zoned RW in the FDP. Under the HT zoning, 'public transport station' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that such a use 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.

Under the RW zoning objective, 'public transport station' is a 'Not Permitted' use.

The Vision for the underlying Retail Warehousing zoning objective is to '*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'.* 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 EEO102 of the FDP: *'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' 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.

The construction of the proposed Project requires the demolition of a Retail Warehouse unit. A site selection process was carried out for the station at Fosterstown to examine alternatives to the demolition of the retail warehouse. This identified the proposed site as the preferred location for a station. Alternative locations had significant disadvantages compared to the proposed location. It would have more extensive construction impacts, including additional utility diversion requirements; significant impact on the R132 traffic and other road users over an extended length of the R132 over a protracted period; a poor urban integration of the station adjacent to the R132; and the introduction of a poor horizontal track alignment which would constrain the operational speed of trains in this area. However, there is capacity to construct a new unit, either on its own or as part of a more significant development to replace the demolished unit.

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.

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 FDP.

4.2.8 Fosterstown Station to Dublin Airport Station

4.2.9 Proposed Works

The alignment between Fosterstown Station and Dublin Airport Station largely comprises retained open cut track, incorporating cut and cover under roads and requiring the acquisition and demolition two habitable houses. The realignment of the internal road network within Airside Retail Park will be required. The realigned internal road network will also be used to provide access to the station, associated drop-off and relocate Airside Retail Park substations and a telecommunications mast. Accommodation bridges will be provided where required to access affected lands. As it approaches Dublin Airport the alignment runs at-grade before entering tunnel via a tunnel portal north of Dublin Airport. The Dublin Airport North Portal (DANP) will house new electrical substations with its own access road to the compound. In addition, there will be temporary construction compounds and associated utility diversions related work.

4.2.9.1 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029 as follows:

- 'RW' – Retail Warehousing;
- 'RS' – Residential;'
- 'GB' – Green Belt; and
- 'DA' – Dublin Airport.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.2.9.2 Map-Based and Other Objectives

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

- The alignment passes into both the Dublin Airport Outer Public Safety Zone and the Inner Public Safety Zone;
- The alignment passes into Dublin Airport Noise Zones C, B and A;

- The alignment is in close proximity to a Protected Structure comprising a milestone at Pinnock Hill;
- The alignment is in close proximity to a Traveller Accommodation site along the Naul Road; and
- Roads objective - The Swords Western Ring Road (SWRR) interchange road is proposed along the Naul Road.
- Local Objective to protect views along R132.

From the proposed cycle network in the GDACNP the proposed route will pass through or under the following cycling routes.

- Along Nevinstown Lane, L2305 (SW6);
- Along the R132 at Texaco Petrol Station (2A);
- The Naul Road (F7A); and
- Corballis Road North and South (Feeder Route).

4.2.9.3 Local Area Plans/Masterplans

The alignment passes under lands subject to the Dublin Airport LAP 2020.

4.2.9.4 Planning History

There are two extant planning permissions whose boundary crosses into the area of the proposed Project as set out in Table 4.8. F17A/0756 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 Project if the hotel planning permission is carried out. F22A/0422 relates to the demolition and construction of a warehouse. The site access intersects with the Proposed Project.

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.

Table 4.8: Permanent Works Area Planning Permissions

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

After Fosterstown Station, the alignment passes through lands zoned as RW, RS, GB and DA.

Under these zoning objectives, 'Rail Infrastructure' 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 principle of alignment through Residential zoned lands is supported in the existing development plan as an 'Indicative Route for Metro North' is identified as crossing the zoning objective in close proximity to the proposed Project. Within the RS Zoning, the alignment will require the acquisition of habitable houses.

The alignment runs through both GB and DA zoning objectives as it approaches Airport Station. The FDP zoning maps specifically identify an 'Indicative Route for Metrolink' through the lands along an alignment similar to the proposed Project. Due to the linear nature of the proposed project, the GB lands, the proposed Project will be at surface throughout the GB lands until the DANP is reached however it will not impact upon the Swords urban area nor affect the current demarcation of the GB zoned lands. As noted in section 27.5.4.9.3 of Chapter 27 (The Landscape) of the EIAR, the overall predicted effects on the landscape during the Operational Phase will be slight and negative. Therefore, the principle of an alignment through the GB zoned lands complies with the policies and objectives of the plan. The FDP zoning maps specifically identify an 'Indicative Route for Metrolink 'through the lands along an alignment similar to that for the proposed Project.

Due to the vertical alignment, the operational Project will not affect the quality of views along the R132.

4.3 AZ2 Airport Section

This section of the proposed Project includes the tunnelled section from the northern airport portal in tunnel underneath Dublin Airport to the airport southern portal. The summary description of the overall proposed Project is set out in Section 2.5 of this report and full details are set out in Chapter 4 (Description of the MetroLink Project) of the EIAR.

4.3.1 Dublin Airport Station

4.3.1.1 Proposed Works

The underground station will be located under what is currently the Terminal 2 Surface Car Park. The station entrance will be located close to Terminal 2, which would facilitate rapid connection between the terminal and the train service. The Dublin Airport Station comprises a large arrival building on the top of the station box. This building interfaces with the streetscape with exit doors to the north and south. The Dublin Airport Station northern entrance will allow access to the public realm with links to the bus and taxi drop off zones, the church Our Lady Queen of Heaven and wider carparking facilities. The southern entrance will link pedestrians back to Terminals 1 and 2. The main circulation routes are defined, and active plazas are created at each entrance. Footpaths between the station entrance and the terminals will be clearly signposted to provide clear, safe direction for pedestrians. Seventy-two bicycle parking spaces will also be provided. In addition, there will be a temporary construction compound and associated utility diversions related work.

4.3.1.2 Zoning

The site for Dublin Airport Station is zoned 'DA'- Dublin Airport' in the FDP 2023-2029. Under this zoning a public transport station is a permitted use.

4.3.1.3 Map-Based and Other Objectives

The station site is in proximity to a number of distinct map-based objectives in the FDP 2023-2029.

- Located to the east of site is a Protected Structure, the Church of Our Lady Queen of Heaven. (Ref No. 864);
- Located within Dublin Airport Noise Zone A;
- Located outside the Public Safety Zones of Dublin Airport; and

- The station lies within the consultation distance of a site identified as having the potential to have a major accident hazard, as determined under the 'SEVESO' Directives. The site in question is CLH Aviation Ireland Ltd., Fuel Farm Facility, Corballis Road South, Dublin Airport.

4.3.1.4 Local Area Plans/Masterplans

The station site is within the Dublin Airport LAP area from Corballis Road North to T2 Arrivals Road. The LAP provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of sustainable growth. The main objectives of the Dublin Airport LAP 2020 relevant to the proposed Project are outlined in Table 4.9.

Table 4.9: Dublin Airport LAP 2020

Section	Paragraph / Policy / Objective	Project Response
5.1.8	Climate Action Objective CA05 ▪ 'Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car. '	The proposed Project directly contributes to improving public transport accessibility to Dublin Airport.
7.7.1	Design Objective DS4 ▪ 'Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.'	The principles of the station design are set out in Section 4.9 of Chapter 4 (Description of the MetroLink Project) of the EIAR.
8.3	Sustainable Transport Objective CY2 ▪ 'All development proposals within the LAP shall be required to demonstrate provision of high-quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivize sustainable transport.'	The nature of the development is that demand for cycle facilities generated by the station is driven by a need for access to the public transport infrastructure, rather than being a destination that generates a need for changing and shower facilities in itself.
8.3.3	Public Transport Objective PT1 ▪ 'Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport. Objective PT2 ▪ Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport Campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland. Objective PT3 ▪ Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to best international standards for public transport interchanges. Objective PT6 ▪ Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.'	The proposed Project directly contributes to improving public transport accessibility to Dublin Airport. The transport interchange shall be provided by daa in accordance with the development of the daa masterplan in accordance with best international standards. The proposed project is consistent with the location of the Ground Transportation Centre in the Masterplan and can be adapted to integrate with the future interchange. Objective PT6 is not applicable in the absence of proposals for the western parts of the airport campus.

There are two planning applications located at the site of the Dublin Airport station of the proposed Project.

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.

Condition No. 2 of the grant of planning permission states:

The use of the Terminal 2 surface car park, and road configurations, tolling infrastructure and all development at the area adjoining the south west corner of the Terminal 2 multi storey car park is hereby permitted on a temporary basis only and shall cease within 5 years of the final grant of permission or otherwise where required for purposes of Metrolink, unless prior to the end of that period or where not required for purposes of Metrolink, permission for the continuance of use beyond this date has been granted.

REASON: *To facilitate the development of the site in accordance with Objective DMS120 of the Fingal Development Plan 2017-2023 and to ensure the delivery of Metrolink.*

This condition ensures that the proposed Project does not affect the planning permission as it is currently permitted.

Planning application F20A/0668 relates to night time use of the runway system of the airport and is not affected by the proposed Project.

4.3.1.6 Project Response

As noted above, the zoning matrix confirms that a 'public transport station' is 'permitted in principle' under the Dublin Airport zoning objective. The proposed Project will support Objective PT2 in the Dublin Airport LAP. The proposed station lies outside the Public Safety Zones, and as such the intensity of use is not restricted. In terms of the Noise Zones, the provision of a station is not a noise sensitive development and its location adjacent to the airport terminal buildings is appropriate and consistent with access patterns to the airport.

4.4 AZ3 Dardistown Station to Northwood Station

The summary description of the proposed works in AZ3 is set out in Section 2.6 of this report and full details are set out in Chapter 4 (Description of the MetroLink Project) of the EIAR.

4.4.1 Dublin Airport Station to Dardistown Depot

4.4.1.1 Proposed Works

The alignment runs in tunnel from Dublin Airport Station to the Old Airport Road, where it emerges at the Dublin Airport South Portal. The South Portal will also incorporate an evacuation shaft and ventilation shaft. From there, the alignment runs in cut and cover and at surface to the proposed Dardistown Station.

4.4.1.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029 as follows:

- 'DA' – Dublin Airport; and
- 'GE' - General Employment.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.4.1.3 Map-Based and Other Objectives

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

- The alignment passes under the Dublin Airport Inner PSZ and as it emerges at surface from Dublin Airport South Portal, the alignment runs through the Dublin Airport Outer PSZ;
- The alignment will pass under the indicative alignment of a proposed roads objective;
- The alignment from Dublin Airport South Portal southwards lies within Dublin Airport Noise Zone A;
- An Indicative Route for Metro West is shown, connecting at Dardistown Station; and
- Two recorded monuments are identified in proximity to the alignment. They are classified as an enclosure (Ref No. DU014-121), a Cremation Pit (Ref No. DU014-120).

4.4.1.4 Local Area Plans/Masterplans

The alignment is not subject to any current local area plans or masterplans.

4.4.1.5 Planning History

There are no extant planning permissions or live planning applications on the site.

4.4.1.6 Project Response

Under these zoning objectives, 'Rail Infrastructure' 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 FDP zoning maps specifically identify 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. The alignment fully aligns with the indicative roads objective and is permitted in the Dublin Airport PSZs.

The proposed Project will facilitate the delivery of map-based objectives within the FDP.

Metro West is no longer a project in the Greater Dublin Area Transport Strategy 2022-2042. The plan measure in respect of Orbital rail is set out in *Measure 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 Dardistown Depot and Dardistown Station

4.4.2.1 Proposed Works

The Dardistown Depot will cover an area of 19.5ha located between the Old Airport Road to the north and the M50 Motorway to the south. The Dardistown Depot will house the main stabling area for the proposed Project rolling stock, all the train maintenance facilities and the Operational Control Centre (OCC) for the safe operation of the proposed Project.

Adjacent to and south of Dardistown Station two new independent depot side links will be provided between the main line and Dardistown Depot.

The main vehicular access to the site is via Collinstown Lane (also known as the Old Airport Road) to the northwest of the depot. The depot access road will also serve as an access to the HV ESB substation that will serve the proposed Project.

The main buildings and structures within Dardistown Depot are summarised below.

- A. Main Entrance and Security;
- B. Automatic train washing plant (1,130m^2);
- C. Main maintenance workshop C1 and general storage (C2) (12,400m^2);
- D. Main offices, administration building and OCC (9,330m^2);
- E. Electrical substation (900m^2);
- F. Inspection, sand bay and manual train washing area (1,150m^2);
- G. Stabling building (20,450m^2); and
- P. Permanent-Way maintenance building (1,615m^2).

In order to accommodate the necessary land take for the Dardistown Depot and access, it will be necessary to modify or relocate the sports facilities at this site.

In addition, there will be a temporary construction compound and associated utility diversions related work.

The Dardistown Station is located along the south-east boundary of Dardistown Depot, between Dublin Airport and the M50 and on the east side of the R132, in retained cut. The station will open to the public when plans for the development of adjoining lands are in place. In the interim period the station will be available solely for the use of personal working in the Dardistown Depot who will be able to arrive and depart via MetroLink. A maintenance access road will be constructed to facilitate routine maintenance of the station and surroundings.

4.4.2.2 Zoning

This future station and depot are within the functional area of FCC and lie in lands zoned in the FDP 2023-2029 as follows:

- 'GE' – General Employment; and
- 'HT'- High Technology.

Under these zoning objectives a public transport station or Rail Infrastructure are not specifically identified as Permitted or Not Permitted.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.4.2.3 Map-Based and Other Objectives

The future station and depot are affected by a number of distinct map-based objectives in the FDP 2023-2029.

- The site is found within the Dublin Airport Noise Zones A and B;
- The depot will be partially located within the Dublin Airport Outer PSZ;
- Three recorded monuments are located within the vicinity of the future station and depot. They are classified as an enclosure (Ref No. DU014-121), a Cremation Pit (Ref No. DU014-120) and a Burnt Mound (Ref No. DU014-119);

4.4.2.4 Local Area Plans/Masterplans

The site is not subject to any current local area plans or masterplans. The previous Local Area Plan for the area expired in 2013 and the FDP 2023-2029 does not set a requirement for a Local Area Plan for Dardistown.

4.4.2.5 Planning History

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 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.	07-12-2021	n/a	n/a	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	(Reactivated Case Old No. 301908-18)				

4.4.2.6 Project Response

These elements of the proposed Project run through lands zoned as GE and HT. Under these zoning objectives, 'Rail Infrastructure' 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 alignment of the proposed Project runs through the HT lands as retained cut and where there are roads crossings the tunnel will be in cut and cover and will not prevent access to the other lands identified for development in the Dardistown LAP. The vision of the HT zoning objective will be fulfilled by the proposed Project, as in the long term it will deliver a high quality and highly accessible station that opens the lands to higher intensity employment uses.

The selection of this location for the proposed Project depot followed a robust process and is described in further detail in Section 7.7.4 of Chapter 7 (Consideration of Alternatives) of the EIAR.

The proposed Depot is consistent with the Vehicle Servicing / Maintenance Garage, permitted in GE zoned lands, and has a precedent of being the location for the previous Metro North project. The proposed Depot lies within the Dublin Airport Outer Safety Zone. The density of use complies with the recommendations in the Public Safety Zone guidance of 110 persons per 0.5 hectare as described in Table 3.6.

4.4.3 Dardistown to Northwood Station

4.4.3.1 Proposed Works

The alignment between the future Dardistown Station and Northwood Station lies in retained open cut, at-grade and crosses the M50 motorway on a viaduct. The crossing will be located east of Junction 4, which is the intersection of the M50 Motorway and the R108 Ballymun Road. On the south side of the M50 the alignment returns to at-grade track, retained open cut. and into cut and cover. Construction will require the demolition of the existing structures on site, a number of which are residential and a commercial warehouse.

Approximately 100m south of the M50 Viaduct, the retained cut section merges into cut and cover, and the alignment progresses downwards in a 350m long ramp that ends at Northwood Station. The associated Northwood Portal is located to the south-west of Northwood Station box and will be used as the TBM launch site.

4.4.3.2 Zoning

The alignment is within the functional area of FCC and passes through lands zoned in the FDP 2023-2029 as follows:

- 'HT' – High Technology; and
- 'MRE' – Metro and Rail Economic Corridor.

The areas required for construction are a larger land take, albeit for a temporary period. In addition to the land use zoning objectives in the permanent works area, the construction works area will also affect lands zoned as 'OS' Open Space.

4.4.3.3 Map-Based and Other Objectives

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;

From the proposed cycle network in the GDACNP the proposed route will pass through or under the following cycling routes.

- Santry River Greenway; and
- Along Old Ballymun Road (Feeder Route).

4.4.3.4 Local Area Plans/Masterplans

The alignment of the proposed Project passes through lands located within an area subject to the requirement to prepare a new Framework Plan. (Northwood). The main elements of this Framework Plan are not specified in the FDP.

4.4.3.5 Planning History

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.

Table 4.12: Dublin Airport Station Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
ABP Ref 314610	BusConnects Ballymun / Finglas to City Centre Core Bus Corridor Scheme	09-09-2022			Pending

4.4.3.6 Project Response

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 wider landbank to facilitate its future development. 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 Metrolink' 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.

As per Table 3.9 of this Planning Report, the proposed Project alignment and station facilitates the delivery of development within the proposed Framework Plan area, subject to its own design vision and principles which have yet to be determined.

All potential significant impacts on Santry Lodge, including the demolition of the gate 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.

Map-Based Local Objective 74 of the FDP is facilitated at Northwood Station, as described below.

4.4.4 Northwood Station

4.4.4.1 Proposed Works

Northwood Station is located diagonally under the R108 Ballymun Road close to the junction with Northwood Avenue and close to Gulliver's Retail Park on the east side of the R108, with the north-eastern and south-western ends extending into undeveloped areas.

The station layout and accesses at this location take into consideration the BusConnects proposals, comprising a bus lane, two general traffic lanes and a segregated cycle track provided in each direction from the junction of the R108 Ballymun Road with St Margaret's Road and Shangan Road to the south. Parking will be provided near both entrances for an estimated 204 cycles.

In addition, there will be a temporary construction compound and associated utility diversions related work.

4.4.4.2 Zoning

The lands for Northwood Station are within the functional area of FCC and are zoned 'MRE' – Metro and Rail Economic Corridor in the FDP 2023-2029. Under this zoning a public transport station is a permitted use.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.4.4.3 Map-Based and Other Objectives

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

- The alignment passes close to Map-Based Local Objective 74 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 enhance connectivity'; and
- An indicative cycle / pedestrian route is located on Northwood Avenue to the east of the site.

4.4.4.4 Local Area Plans/Masterplans

The station is within close proximity to Northwood Framework Plan.

4.4.4.5 Planning History

There are no extant planning permissions or live planning applications on the site.

4.4.4.6 Project Response

The zoning matrix confirms that 'public transport station' is 'permitted in principle' under the 'MRE' zoning objective. Not only would the proposed Project improve accessibility but the use of this site as a Metro station is appropriate having regard to the type and intensity of mixed-use development that is proposed to be achieved within the Metro Rail Economic Corridor. Therefore, the proposed Project is consistent with the zoning objectives as set out in the FDP.

4.5 AZ4 Northwood Station to Charlemont

The summary description of the works in AZ4 is set out in Section 2.7 of this report and full details are set out in Chapter 4 (Description of the MetroLink Project) of the EIAR.

4.5.1 Northwood Station to Ballymun Station

4.5.1.1 Proposed Works

The entire alignment between Northwood Station and Ballymun Station is in tunnel.

4.5.1.2 Zoning

- The line between Northwood and Ballymun passes through the functional area of both FCC and DCC;
- The lands through which the alignment passes are zoned, as follows (from north to south);
- 'MRE' – Metro and Rail Economic Corridor in the FDP 2023-2029; and
- South of Balbutcher Lane (R104) the alignment passes into the functional area of DCC and are zoned 'Z4'- '*To provide for and improve mixed-services facilities*' in the DCDP 2022-2028.

The areas required for construction are a larger land take, albeit for a temporary period. In addition to the land use zoning objectives in the permanent works area, the construction works area will also affect lands zoned as 'Z1' – Residential Neighbourhoods, 'Z9' – Open Space and 'Z4' – Key Urban Villages / Urban Villages in the DCDP 2022-2028.

4.5.1.3 Map-Based and Other Objectives

The alignment passes under a proposed road scheme at Shangan Road improving connections between Shangan Road and the R108.

From the proposed cycle network in the GDACNP the proposed route will pass through or under the following cycling routes.

- Ballymun Road, R108 (3A);
- Santry Avenue, R104 (NO5).

4.5.1.4 Local Area Plans/Masterplans

The alignment passes under lands subject to the Ballymun Local Area Plan 2017 (as extended). Table 4.13 sets out the relevant objectives.

The LAP sets development briefs for the lands immediately north of the shopping centre site.

Site 3 is located immediately north of the Ballymun shopping centre site. The proposed use of the site is for mixed use including a supermarket. New development for the site, should be aligned within the context of an urban main street in terms of height, limited increases in height are expected close to the proposed Metro Station, providing a strong urban block fronting on to main street, along with active street frontage.

Site 4 is located immediately north of site 3. The proposed use of the site is mixed use aligned within the context of an urban main street in terms of height and layout.

The proposed Project passes in tunnel under these sites.

4.5.1.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.1.6 Project Response

The section of the alignment passes under lands zoned as Metro and Rail Economic Corridor within the functional area of FCC in the FDP 2023-2029.

Under this zoning objective, 'Rail Infrastructure' 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*.'

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is therefore, consistent with the zoning objectives for the lands overhead.

4.5.2 Ballymun Station

4.5.2.1 Proposed Works

Ballymun Station will be located adjacent to the west side of the R108 Ballymun Road, under the site of the old Ballymun Shopping Centre and car park, which has been demolished. Parking will be provided for 292 cycles. The proposed landscape scheme consists of rainwater gardens and swales with large mature trees dispersed throughout.

4.5.2.2 Zoning

The lands of Ballymun Station are within the functional area of DCC.

- They are zoned Z4 – Key Urban Villages / Urban Villages in the DCDP 2022-2028; and
- A public transport station is not included under 'Permissible' or 'Open for Consideration' uses.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.2.3 Map-Based and Other Objectives

The station is affected by a number of distinct map-based objectives in the DCDP 2022-2028.

- Ballymun is designated as a Strategic Development and Regeneration Area (SDRA) 2;
- The SRDA objective in the current DSDP relating to Metro is '*To promote the delivery of a high-quality public transport system linking the airport, city and Ballymun*.'; and
- The site is marked as a Key District Centre for the city, locations of employment, retail, community and tertiary services.

4.5.2.4 Local Area Plans/Masterplans

The station is within lands subject to the Ballymun Local Area Plan 2017 (as extended). The vision for Ballymun LAP is to '*create a successful and sustainable new town which provides for and supports a thriving local economy where communities are supported by appropriate social, sporting and cultural amenities*'. The delivery of Metro through Ballymun is seen as essential for the regeneration and attracting high density mixed uses development along the Main Street with new connections, improved accessibility and ease for pedestrian and cyclist movements. Table 4.13: Ballymun LAP 2017 (as extended) sets out the relevant objectives.

Table 4.13: Ballymun LAP 2017 (as extended)

Section	Paragraph / Policy / Objective	Project Response
5.3	*Objective E09: Support the delivery of Metro North and provision of a station in the heart of Ballymun Main Street (in the vicinity of Cearnóg an tSeachtar Laoch) and also in the vicinity of/linking to the M50 lands.*	The proposed Project will be situated adjacent the Ballymun Main Street, set back and at the former Ballymun shopping centre site thus facilitating this objective.

Section	Paragraph / Policy / Objective	Project Response
5.4.3	▪ *'The proposed stop at Ballymun would be at surface level.*	The proposed Project will be underground and the metro station will not segregate the areas east and west of Ballymun Main street. Thus enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.
5.4.3	▪ *A major new bridge structure across the M50 would be required.*	The proposed Project will deliver a viaduct across the M50.
5.4.3	▪ *The delivery of Metro North through Ballymun is seen as an essential component of the regeneration process attracting and delivering high density mixed-use development*	The proposed Project will encourage further development proposals in Ballymun
5.4.3	▪ *The LAP fully supports the route, it is imperative that any rail line through Main Street does not segregate east and west Ballymun.*	The proposed Project will be underground, and the metro station will not segregate the areas east and west of Ballymun Main Street. Thus, enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.
5.4.3	▪ *To prevent segregation which rail transport systems requires, the LAP calls for future Metro Line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability.*	The proposed Project and metro station will be underground. The proposed landscape scheme consists of rainwater gardens and swales with large mature trees dispersed throughout. A large feature tree is located at the southern end of the site in front of the main canopy entrance. Cycle parking and pedestrian seating are provided for in the public realm.
5.4.3	▪ *Ideally run the Metro underground through the Main Street until after Santry Avenue Junction.*	The proposed Project will be underground, and the metro station will not segregate the areas east and west of Ballymun Main Street. Thus, enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.
5.4.3	▪ *The provision of a station for Metro North (or any alternative rail-based system through the area) should integrate successfully with the civic precinct and improve the functionality of this important space. Ease of pedestrian movement from one side of the road to the other is required. These crossings should be implemented with the build out of the street and provided suitable locations to support existing uses and services. Significant barriers to movement will not be accepted.'*	The proposed Project will be underground set back from the R108 Ballymun Road. The existing pedestrian crossing adjacent to the proposed station access will be increased in width to 4m for reasons of road safety.
5.4.6	*MO2: Work with Fingal County Council and the NTA to ensure the provision of a high quality rail transport system (Metro North) is delivered through Ballymun. In order to protect the character of the emerging Main Street the LAP is seeking that the future Metro line respects the desire for enhanced permeability, with the line ideally run underground until the junction with Santry Avenue. Future realignment of the Main Street should also provide for enhanced and segregated cycle facilities.*	The proposed Project will be running underground from Northwood Metro station which is north of Santry Avenue. It does not realign the Main Street and will accommodate the designs of BusConnects which will be delivered before the proposed Project.

The station site is subject to a Site Brief within the LAP (Site 1). The Site Brief proposes a mixed-use development, with heights appropriate to an urban main street. The block facing the main street is required to have a strong urban edge in line with the existing pattern of developments, providing active uses and frontages on the ground floor.

4.5.2.5 Planning History

There are no extant planning permissions or live planning applications on the site.

4.5.2.6 Project Response

Ballymun Station lies under lands zoned as Z4: '*To provide for and improve mixed-services facilities.'* A station on these lands is neither a Permissible Use nor 'Open for Consideration'. The DCDP 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 objective of Z4 zoned lands is to provide for and improve mixed-services facilities and 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. The proposed Project will deliver the public transport that will significantly increase the accessibility of the Z4 lands in Ballymun and increase the attractiveness of Ballymun town centre as a focus of retail, employment, cultural and social uses. A metro project is directly identified within the Local Area Plan as a key project to regenerate the town. The station location has been selected within the Z4 lands to maximise the available land for these other development uses.

4.5.2.7 Map-Based and Other Objectives

The station does not affect the map-based objectives of the DCDP.

4.5.3 Ballymun Station to Collins Avenue Station

4.5.3.1 Proposed Works

The alignment between Ballymun Station and Collins Avenue Station is in tunnel parallel and west of the R108. It crosses onto the east side of the R108 at Glasnevin Avenue. There will be associated utility diversions works.

4.5.3.2 Zoning

The alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- 'Z4'- 'To provide for and improve mixed-services facilities';
- 'Z1'- 'To protect and provide and improve residential amenities'; and
- 'Z15'- 'To protect and provide for community uses and social infrastructure'.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.3.3 Map-Based and Other Objectives

The alignment lies under a 'Site of Archaeological Interest', as identified in the DCDP.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Ballymun Road junction (NO4)
- Ballymun Road, R108 (3A)

4.5.3.4 Local Area Plans/Masterplans

The alignment is within lands subject to the Ballymun Local Area Plan 2017 (as extended). The vision for Ballymun LAP is to *'create a successful and sustainable new town which provides for and supports a thriving local economy where communities are supported by appropriate social, sporting and cultural amenities'.* The delivery of Metro through

Ballymun is seen as essential for the regeneration and attracting high density mixed uses development along the Main Street with new connections, improved accessibility and ease for pedestrian and cyclist movements. Table 4.13 of this Planning Report sets out the relevant objectives.

4.5.3.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.3.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP, and the LAP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.4 Collins Avenue Station

4.5.4.1 Proposed Works

Collins Avenue Station will be located slightly overlapping and adjacent to the R108 Ballymun Road south of the intersection with the R103 Collins Avenue and immediately in front of Our Lady of Victories Church. Some 370 cycle spaces will be provided at this station. The Collins Avenue station is an underground station with one main entrance canopy and associated architectural pop ups within the above landscape. The proposed landscape scheme will have future planting, open drains and swales to manage surface water sustainably, verge planting to direct pedestrians and cyclist, and a new plaza to integrate the street with the proposed Project. In addition, there will be a temporary construction compound and associated utility diversions related work.

4.5.4.2 Zoning

Collins Avenue Station is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- Z15 - 'To protect and provide for community uses and social infrastructure.'; and
- Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks'

The areas required for construction are a larger land take, albeit for a temporary period. In addition to the land use zoning objectives in the permanent works area, the construction works area will also affect lands zoned 'Z1' Residential Neighbourhoods.

4.5.4.3 Map-Based and Other Objectives

There are no map-based objectives applicable to Collins Avenue Station location.

4.5.4.4 Local Area Plans/Masterplans

The station does not lie in lands that are subject to a LAP or Masterplan.

4.5.4.5 Planning History

There are no extant planning permissions or live planning applications on the site.

4.5.4.6 Project Response

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. As shown in Section 3.7.2 above, the proposed station is Permissible on these lands. 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.

4.5.5 Collins Avenue Station to Griffith Park Station

4.5.5.1 Proposed Works

The alignment between Collins Avenue Station and Griffith Park Station is in tunnel parallel and east of the R108. It crosses onto the east side of the R108 at Glasnevin Avenue. The Albert College Park Intervention Shaft will be located in the southern part of Albert College Park and largely on the east side of the existing footpath, which will be diverted to accommodate the shaft.

It is proposed to locate an intervention shaft at a location in Albert College Park. A maintenance access road from the R108 Ballymun Road and associated hardstanding area are provided at the intervention shaft. An additional emergency exit to the R018 Ballymun Road is also provided to allow for a one-way system as requested by Dublin Fire Brigade. In addition, there will be a temporary construction compound and associated utility diversions.

4.5.5.2 Zoning

The alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- 'Z9'- 'To preserve, provide and improve recreational amenity and open space and green networks';
- 'Z2' – 'To protect and or improve the amenities of residential conservation areas.';
- 'Z1'- 'To protect and provide and improve residential amenities'; and
- 'Z15' - 'To protect and provide for community uses and social infrastructure.

The Intervention shaft will be located on lands zoned Z9 – 'To preserve, provide and improve recreational amenity and open space and green networks'.

4.5.5.3 Map-Based and Other Objectives

There are five protected structures located in Albert College Park, including Cuilin House. Two further protected structures lies immediately south of the alignment on Hampstead Avenue.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Ballymun Road, R108 (3A);
- Albert College Park (Minor Greenway); and
- Griffith Avenue (NO3).

4.5.5.4 Local Area Plans/Masterplans

The alignment does not pass under lands that are subject to a LAP or Masterplan.

4.5.5.5 Planning History

The proposed Project is generally in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.5.6 Project Response

4.5.5.6.1 Underground Elements

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.5.6.2 Intervention Shaft

As shown in Section 3.6.2.1 above, the intervention shaft, as a Public Service Installation, is Permissible on these lands under the DCDP.

It is, however, also noted that the plan states:

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)

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.

The overall policy framework would support continuing recreational and amenity use and permit the construction of the intervention shaft in principle.

The proposed Intervention Shaft location was chosen following a robust Site Selection process.

There is greater than 1,000m between the proposed Collins Avenue and Griffith Park Stations and as a result, an intervention shaft is required between these two locations. The function of the intervention shaft is for intervention by emergency services, escape by passengers, and ventilation for smoke control during an incident and comfort in normal operations.

In determining the location for the tunnel intervention shaft at Albert College Park, possible locations for an intervention shaft within a 1,000m radius of Collins Avenue Station and Griffith Park Stations were required. The location assessment gave consideration to a number of factors including environmental impact, constructability, distance from the main tunnel and suitable road access. The intervention shaft should be no more than 1,000m from either Collins Avenue or Griffith Park Stations. As a result, the intervention shaft must be situated either immediately north of Hampstead Avenue in the south-west corner of Albert College Park; or within the residential area immediately south of Hampstead Avenue;

A Multi Criteria Analysis was undertaken to identify the preferred location for an intervention shaft station at Albert College Park. The environmental assessment was undertaken to identify the preferred station location having regard to all environmental topics, but the principal environmental considerations were as follows:

- ***Property:*** The location of an intervention shaft within Albert College Park avoids the requirement for a direct impact on private property and/or the demolition of any property;
- **Population and Land Use:** The location of the proposed intervention shaft in Albert College Park has potential to cause an impact on the amenity function of Albert College Park during the construction phase. However, the playing pitches and pathways will be reinstated following the construction phase;
- **Landscape & Visual:** The location of an intervention shaft within Albert College Park would result in an impact on the Landscape and Visual amenity during the construction phase. However, with replanting and landscaping the landscape and visual impacts could be mitigated following the construction phase; and
- **Biodiversity:** The location of an intervention shaft within Albert College Park would result in an impact on the biodiversity during the construction phase. However, with replanting would mitigate any permanent impacts following the construction phase.

The assessment of a suitable location for the required intervention shaft to minimise construction and operational impacts has resulted in this Intervention Shaft being placed in the south-west corner of Albert College Park for the following reasons:

- The Intervention shaft is no more than 1,000m from either Collins Avenue or Griffith Park Stations;
- The intervention shaft is adjacent to the tunnel on the west side of the park in order to reduce the length of connecting tunnel;
- The park area is the only open land on the MetroLink route between the two stations and as a result the location of the intervention shaft here avoids the requirement for any demolitions; and
- The tunnel intervention shaft can be accessed easily by emergency vehicles and there is enough area for safely congregating passengers in an emergency.

Further details on the site selection process can be found in Chapter 7 (Consideration of Alternatives) of the EIAR – Consideration of Alternatives.

4.5.6 Griffith Park Station

4.5.6.1 Proposed Works

The Griffith Park Station will be located under the grounds used by Home Farm Football Club, on the east side of the R108 St Mobhi Road. There will be one entrance to this station, located at the southern end of the pitches, off the existing entrance to the Whitehall College of Further Education. This will result in the relocation of the existing gates to a position further east on the existing access road. A total of 176 cycle parking spaces will be provided, with half of them in an underground cycle parking facility and the remainder in on-street cycle stands.

4.5.6.2 Zoning

- Griffith Park Station is within the functional area of DCC and is located on lands predominately zoned Z15 - 'To protect and provide for community uses and social infrastructure.'; and
- A narrow strip of land adjacent to Mobhi Road is zoned as Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks.'.

The areas required for construction are a larger land take, albeit for a temporary period.

4.5.6.3 Map-Based and Other Objectives

Griffith Park Station lies in the curtilage of Coláiste Caoimhin, which is a Protected Structure.

Immediately south of the proposed station the open space along the River Tolka is identified as a Conservation Area in the DCDP.

4.5.6.4 Local Area Plans/Masterplans

No LAP or Masterplan affects the Griffith Park Station location.

4.5.6.5 Planning History

There is one extant planning permission whose boundary crosses into the area of the proposed Project as set out in Table 4.14. This relates to the installation of an elevator at Coláiste Chaoimhín. The works are internal to a building that lies outside the area of the proposed Project and will not be affected.

Table 4.14:Griffith Station Construction Area Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4217/19	Installation of elevator at Colaiste Chaomhin	15-10-2019	21-01-2020	No	GRANT

4.5.6.6 Project Response

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. As shown in Section 3.6.2.1 above, the proposed station is Permissible on these lands. 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.

4.5.7 Griffith Park Station to Glasnevin Station

4.5.7.1 Proposed Works

The alignment between Griffith Park Station and Glasnevin Station is in tunnel adjacent to, but not running under, the R108. There are no above ground elements of the project on this part of the alignment.

4.5.7.2 Zoning

This part of the alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- Z15 - 'To protect and provide for community uses and social infrastructure.';
- Z9 - 'To preserve, provide, and improve recreational amenity and open space and green networks';
- Z1 - 'To protect, provide and improve residential amenities';
- Z2 - 'To protect and/or improve the amenities of residential conservation areas';
- Z4 - 'To provide for and improve mixed-services facilities'; and
- Z3 - 'To provide for and improve the amenities of residential conservation areas'.

4.5.7.3 Map-Based and Other Objectives

The alignment passes under a 'Site of Archaeological Interest' (Site 018.010), as identified in the DCDP 2022-2028.

The alignment passes under an Architectural Conservation Area.

There are a number of protected structures over this part of the alignment.

From the proposed cycle network in the GDACNP the alignment will pass under the following cycling routes.

- Tolka Valley Green Way (NO2);
- Botanic Road (3A); and
- Iona Road (Feeder).

4.5.7.4 Local Area Plans/Masterplans

The alignment does not pass through lands subject to an adopted LAP or Masterplan.

The alignment passes under the area that is subject to the Phibsborough Local Environmental Improvements Plan (P-LEIP) 2017 – 2022.

4.5.7.5 Planning History

No extant planning permission will be affected by this section of the alignment due to its depth.

4.5.7.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP and the LAP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.8 Glasnevin Station and Associated Works

4.5.8.1 Proposed Works

Glasnevin Station will be a new multi-modal interchange station in Phibsborough, linking MetroLink, the two existing Iarnród Éireann heavy railway lines namely Western Commuter Line and the South-Western Commuter Line, BusConnects, and connections by car, walking and cycling. The existing heavy railway lines lie on the north bank and parallel with the Royal Canal which is aligned approximately east-west in this location. The proposed Project tunnel will run under and at right angles to the parallel alignments of the heavy rail lines, which are both in a deep cutting supported by concrete and masonry retaining walls.

The Glasnevin station box will be constructed under both the Western Commuter and the South-Western Commuter Lines. The Glasnevin underground station will have five levels comprising the Iarnród Éireann platforms, concourse, mezzanine, and platform levels. The arrangements give access from the Cross Guns Bridge on Prospect Road to the Iarnród Éireann and MetroLink platforms.

Access to the station from street level will be from Prospect Avenue where passengers will enter the new station building and go either directly to the Iarnród Éireann services at level 1 or to MetroLink There will be 120 bicycle parking spaces provided together with public realm works at Prospect Road and adjacent to the Royal Canal.

The existing car park in Dalcassian Downs, which will be impacted during the Construction Phase, will be reinstated on completion of the construction works. Back of house facilities will be provided over the underground levels, including a traction station.

In addition, there will be a temporary construction compound and associated utility diversions related work including Iarnród Éireann services contained in their land which may need to be diverted during station construction works, these will be undertaken within the existing railway corridor and will be co-ordinated with Iarnród Éireann.

Construction will require the demolition of the existing structures on site. This includes a number of commercial premises and a bar.

Construction works will require a temporary crossing of the Royal Canal via Shandon Park and Coke Oven Cottages and the temporary closure of the canal and tow-paths.

4.5.8.2 Zoning

Glasnevin Station is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- Z1 - 'to protect, provide and improve residential amenities';
- Z3 - 'To provide for and improve neighbourhood facilities'; and
- Z2 - 'To protect and/or improve the amenities of residential conservation areas'.

Additionally, the upgrade works to the heavy rail network will affect lands zoned as

- Z9 – 'To preserve, provide and improve recreational amenity and open space and green networks.'

4.5.8.3 Map-Based and Other Objectives

The Royal Canal and surrounding lands, including the proposed station lies within an area designated as a 'Conservation Area' in the DCDP;

One protected structure is identified on the proposed station lands. This is Prospect Lodge, '*a two storey Georgian style house'.*

Objective SMTO17 of the DCDP states the following *'It is an objective of Dublin City Council (i) To promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being*

satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link project. Local Area Plans/Masterplans

Glasnevin Metro Station is located within the Phibsborough Local Environment Improvements Plan (P-LEIP) area. It is an objective in the DCDP to prepare a LEIP, in conjunction with the relevant local area committees for a small defined area as priorities and resources permit.

The primary focus of P-LEIP is the improvement of the public realm and those parts of the urban neighbourhood which are for use by everyone and includes streets, squares, parks, public buildings and accessible ground floor uses. The P-LEIP sets out a range of objectives, those considered most relevant to the Proposed Scheme are set out in Table 4.15 which may be impacted by the proposed Project.

Table 4.15: P-LEIP 2017-2022

Section	Paragraph / Policy / Objective	Project Response
P-LEIP 4.2	Royal Canal proposed improvements: *'Current proposals by the National Transport Authority (NTA) include the installation of a cycle track and improved pedestrian path along the entire length of the Royal Canal. This proposal has planning consent and will hopefully be implemented within the life of the LEIP.'*	Recreational Uses of the canal at this location is likely to be affected during the construction of the proposed Project. Details are confirmed in Chapter 5 (MetroLink Construction Phase) of the EIAR. At operational stage, the canal and adjoining towpaths and curtilage will be reinstated.
P-LEIP 5	Proposed Enhancements Water Sports/ Canal Bank: *The provision of the 'Greenway' cycle and pedestrian path along the canal will greatly improve facilities for cyclists and hopefully encourage more people to use this amenity, thus improving passive supervision and safety of the area.*	Recreational Uses of the canal at this location will be affected during the construction of the proposed Project. At operational stage, the canal and adjoining towpaths and curtilage will be reinstated.
P-LEIP 8.1	Public Realm and Open Space Objectives: *8. Implement the objectives of the Dublin City Canals Report and this Plan, in association with Waterways Ireland and the National Transport Authority, namely:-* *c) Development of water sports between the 5th and 7th locks. In particular seek the provision of changing/ storage facilities and appropriate parking arrangements. Spectator seating and enhanced pedestrian crossings are also desirable.* *11: Open up Berkley Road Park (part of the Mater Hospital) to the public, with seating and landscaping improvements.*	Recreational Uses of the canal at this location will be affected during the construction of the proposed Project. At operational stage, the canal and adjoining towpaths and curtilage will be reinstated. This will be delivered as part of the proposed Project.

4.5.8.4 Planning History

There are three extant planning permissions within the area of the Proposed Project permanent works as set out in Table 4.16: Griffith Station Permanent Works Planning Permissions Each of these related to the Brian Boru pub, which is to be demolished as part of the works.

Table 4.16: Griffith Station Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4290/19	A single storey extension 25sqm to existing store at side and rear of Brian Boru Public House.	24-10-2019	29-01-2020	No	GRANT
4062/19	Retention permission is sought for a retractable canvas roof and ancillary site works at Brian Boru pub	24-09-2019	18-11-2019	No	GRANT RETENTION PERMISSION
3088/18	Planning permission sought for enclosure of porch area, attic	23-05-2018	23-08-2018	No	GRANT PERMISSION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	conversion with dormer to rear, roof lights to front and gable window.				

There is one development site with two planning applications affected by the construction works associated with the proposed Project as set out in Table 4.17 below.

Table 4.17:Griffith Station Construction Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
ABP ref TA29N.309345	Strategic Housing Development Application for 205 no. Build to Rent apartments and associated site works at 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7 (www.crossgunsshd.ie)	02-02-2021	20-05-2021	No	GRANT PERMISSION
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

The planning permission (TA29N.309345) comprises an apartment scheme south of the Royal Canal accessed from Shandon Court.

Construction works for the proposed Project will require a temporary bridge crossing of the Royal Canal via Shandon Park and Coke Oven Cottages for local access to residents. This temporary bridge will be accessed through the site of the planning permission. The access route is proposed to pass through the public open space of the development. The access does not affect the apartment structures themselves.

The planning permission cannot be completed in full until such time as the proposed Project is complete. On completion of the proposed works, the access route will be reinstated in line with the permitted apartment development.

4.5.8.5 Project Response

The development of a Metro Station at this site is an intensification and expansion of the existing railway use on the site. The proposed Project will encourage a strengthening of the northern inner suburbs and lead to further regeneration of the area, led by its better connectivity from across the Metropolitan Area of Dublin.

The proposed station comprises an essential element of the project, providing interchange across three strategic projects of regional importance in providing a connected city. The site provides the location with the closest connection between the Kildare and Maynooth lines, allowing connectivity on a single site with established rail use. To deliver the infrastructure to allow integration across the railway requires acquisition of additional property.

As shown in Section 3.6.2.1 above, a station is Permissible on these lands, and will directly deliver objective SMTO14 of the DCDP.

Therefore, the proposed Project is considered to be in compliance with the land use zonings of the DCDP 2022-2028 which specifically support the implementation of the proposed Project. It also complies with the objectives of the P-LEIP.

4.5.9 Glasnevin Station to Mater Station

4.5.9.1 Proposed Works

The alignment between Glasnevin Station and Mater Station is in tunnel aligned in a south easterly direction to Mater Station. No above ground elements are proposed on this section of the alignment.

4.5.9.2 Zoning

This section of the alignment is in the functional area of DCC and passes under areas zoned in the DCDP 2022-2028 as follows:

- Z3 - 'To provide for and improve neighbourhood facilities';
- Z11 - 'To protect and improve canal, coastal and river amenities';
- Z1 - 'To protect, provide and improve residential amenities';
- Z2 - 'To protect and/or improve the amenities of residential conservation areas';
- Z4 - 'To provide for and improve mixed-service facilities'; and
- Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks'.

4.5.9.3 Map-Based and Other Objectives

- Both the Royal Canal and Berkeley Road are identified as a 'Conservation Area' in the DCDP'
- The alignment is in proximity to a number of Protected Structures in Phibsborough; and
- Phibsborough is identified as a Key Urban Village (KUV) in the DCDP.

The alignment passes under an Architectural Conservation Area (ACA) at the North Circular Road.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Botanic Road R108 (3);
- Royal Canal Greenway (N2); and
- North Circular Road (C8).

4.5.9.4 Local Area Plans/Masterplans

The alignment does not pass under any area subject to a LAP or a Masterplan.

4.5.9.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.9.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

4.5.10 Mater Station

4.5.10.1 Proposed Works

Mater Station will be located beneath the Four Masters Park, with the R135 Berkley Road adjoining the west side of the park and Eccles Street lying on the north side of the park. There will be 70 bicycle spaces provided at this station.

The Mater Station urban realm will result in realignment of the Four Masters Memorial, rearranging the footpath to provide enough pedestrian space for the main entrance, reinstatement with enhanced planting of the Four Masters Park and its existing railing and replacement of existing trees.

It is proposed to create a shared surface plaza to Eccles Street. In addition, there will be temporary construction compounds and associated utility diversions related work.

4.5.10.2 Zoning

Mater Station is within the functional area of DCC and is zoned in the DCDP 2022-2028 as follows:

- Z9 – 'To preserve, provide and improve recreational amenity and open space and green networks.'; and
- Z2 – 'To protect and/or improve the amenities of residential conservation areas.'.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.10.3 Map-Based and Other Objectives

Mater Station is located within an area identified as a 'Conservation Area' in the DCDP 2022-2028.

The proposed Project works at Mater Station will directly affect a number of Protected Structures. The station will lie under the Four Masters Memorial Park, identified as a protected structure for its '*Railings, gates and plinth walls enclosing park at the corner of Eccles Street;* incudes *Celtic cross commemorating the Four Masters'* (RPS 737). The proposed works also affect lands within the curtilage of Saint Joseph's Carmelite Church (RPS-736). The works are also in close proximity to the Mater Hospital which is protected for its '*original stone buildings'* (RPS 2437).

4.5.10.4 Local Area Plans/Masterplans

The proposed station does not lie in an area subject to a LAP or Masterplan.

The alignment passes under the area that is subject to the Phibsborough Local Environmental Improvements Plan (P-LEIP) 2017 – 2022. The P-LEIP includes the following objective in relation to the proposed station site:

'Open up Berkley Road Park (part of the Mater Hospital) to the public, with seating and landscaping improvements'.

4.5.10.5 Planning History

There is one planning permission within the station site as shown in Table 4.18. This planning permission has been carried out. The bus shelter will be removed as part of the works.

Table 4.18: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3801/19	Replace the existing internal advertising paper panel with a digital display unit.	16-08-2019	10-10-2019	No	GRANT PERMISSION

4.5.10.6 Project Response

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.

It is however, also noted that the plan states:

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)

Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.

On completion of the station box, the surface features would be substantially reinstated as per the Project Description outlined above. The Park and its public realm surroundings will have been updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. The tree planting will however be relatively immature and will not enclose the Park or contribute much to the definition of the two adjoining streets for at least a period of approximately 7-10 years. Overall, the potential effects on the landscape during the Operational Phase will, in the longer term be moderate and positive. Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.

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.

The objective in the Phibsborough Local Environment Improvements Plan (P-LEIP) to *'Open up Berkley Road Park (part of the Mater Hospital) to the public, with seating and landscaping improvements'* will be delivered as part of the proposed Project.

As set out in in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact after mitigation on the Four Masters Park will be significant, while the impact on the Cross, Railings, gates and plinth walls at Four Masters Park will be moderate. The impact on St. Joseph's Church will be slight.

4.5.11 Mater Station to O'Connell Street Station

4.5.11.1 Proposed Works

The alignment between Mater Station and O'Connell Street Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.11.2 Zoning

This section of the alignment is in the functional area of DCC and passes under areas zoned in the DCDP 2022-2028 as follows:

- Z2 - *'To protect and/ or improve the amenities of residential conservation areas'*;
- Z1 - *'To protect, provide and improve residential amenities';*
- Z8 - *'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective';*
- Z4 - *'To provide for and improve mixed-services facilities';*
- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks'*; and
- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce strengthen and protect its civic design character and dignity'.*

4.5.11.3 Map-Based and Other Objectives

The alignment passes under distinct lands identified as a 'Conservation Area' in the current 2022-2028, at the Mater and in the North Georgian Core.

The alignment passes under a Site of Archaeological Interest (SAI) at North Frederick Street.

The alignment passes under an Architectural Conservation Area at O'Connell Street.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Nelson Street (Feeder);
- Dorset Street (2A);
- Parnell Street (4); and
- Frederick Street North (3).

4.5.11.4 Local Area Plans/Masterplans

The alignment does not pass under lands subject to a LAP or Masterplan.

O'Connell Street and Environs is subject to the Special Planning Control Scheme for the O'Connell Street Architectural Conservation Area (SPCS).

4.5.11.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.11.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.12 O'Connell Street Station

4.5.12.1 Proposed Works

O'Connell Street Station is located on the site of the proposed Dublin Central CP Ltd development known as Dublin Central Site 2. The site is bordered by O'Connell Street Upper to the east, Moore Lane to the west, Henry Place to the south and Central Site 1 to the north.

The underground station will lie under 43-58 O'Connell Street Upper, of these, Nos 43-45, 50-54 (including the old Carlton Cinema at Nos 52-54), and 54-58 are protected.

For each building above the O'Connell Street station, the protection stated in the Record of Protected Structures is limited to the upper floor façade.

At the street level, the main entrance is located behind the protected facades of Nos. 43 and 44 O'Connell Street. A second entrance is located on Moore Lane.

A third-party developer intends to construct a mixed used scheme overhead. Allowance has also been made for the possibility that the developer may not progress with the proposed mixed-use development in advance of MetroLink. To provide for this scenario TII has worked closely with Dublin Central GP Ltd to ensure that the design for that scheme allows for the construction of an independent support structure to enable the station box construction and fit out to be carried out during or after the Dublin Central GP works have been completed.

4.5.12.2 Zoning

O'Connell Street Station is within the functional area of DCC and is zoned in the DCDP 2022-2028 as follows:

- Z5- *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.*

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.12.3 Map-Based and Other Objectives

The proposed station lies within an area identified as a Conservation Area in the current 2022-2028.

The site lies within a Zone of Archaeological Interest.

The site is within an Architectural Conservation Area and the Special Planning Control Scheme for the O'Connell Street ACA (SPCS).

The following Protected Structures are in the proposed O Connell Street Station works areas.

- Commercial premises: upper floor façade RPS-6023 (43 O'Connell Street Upper);
- Commercial premises: upper floor façade RPS-6024 (44 O'Connell Street Upper);
- Former Carlton Cinema: upper floor façade RPS-6025 (52-54 O'Connell Street Upper);
- Commercial premises: upper floor façade RPS-6026 (57 O'Connell Street Upper);
- Commercial premises: upper floor façade RPS-6027 (58 O'Connell Street Upper); and
- Commercial premises: upper floor façade RPS-6028 (60 O'Connell Street Upper).

The development is in close proximity to a National Monument at Moore Street.

4.5.12.4 Local Area Plans/Masterplans

The proposed station does not lie in an area subject to a LAP or Masterplan.

The O'Connell Street Architectural Conservation Area Plan 2001 sets requirements for the conserving and enhancing the aspects of the character that defines the area's special architectural character, allow the management of change to protected structures, and establish controls over alterations and demolition of structures that do not have a formal protection. The SPCS requires all development within the plan area to comply with design and use objectives.

4.5.12.5 Planning History

There are five live planning appeals at the O'Connell Street Station site as shown in Table 4.19.

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.

Table 4.19: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DCC Ref. 5513/22 ABP Ref 316104	RETENTION: 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.	21-12-2022	23-02-2023	Yes	GRANT PERMISSION
DCC Ref 5432/22 ABP Ref 318268	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	03-08-2023	27-09-2023	Yes	Pending
DCC Ref 5126/22 ABP Ref. 318316	The proposed development comprises: A mixed use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 - 8 storeys over single level basements. The proposed development	09-08-2023	12-09-2023	Yes	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	accommodates: - 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 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 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	09-11-2021	23-06-2022	Yes	Pending
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 -	09-11-2021	12-01-2022	Yes	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	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).				
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 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 apartments and 9no. 2-bed apartments from 1st to 5th floor, with access from residents' lobby at ground floor on Henry Place;	09-11-2021	12-01-2022	Yes	Pending

4.5.12.6 Project Response

The station box is proposed to be located on lands zoned Z5 with the objective *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity. The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development'.*

The station has been designed so that it is integrated with the proposed redevelopment of this site by a third party so the O'Connell Street Station will remain structurally independent from the over-site development. The entrances/exits to the station will be integrated into the existing façades which are to be retained. The proposed development, therefore, facilitates the comprehensive above ground development of the site for further city-centre, mixed use development, allowing the objective of these city centre Z5 zoned lands to be delivered.

As shown in Section 3.6.2.1 above, the proposed station is Permissible on these lands.

As set out in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact after mitigation on each of the Protected Structures within the area of the proposed works will be 'very significant', other than for 60 O'Connell Street which will have a slight impact.

4.5.13 O'Connell Street Station to Tara Station

4.5.13.1 Proposed Works

The alignment between O'Connell Street Station and Tara Station will be in tunnel aligned in a south easterly direction. No above ground elements are proposed on this section of the alignment.

4.5.13.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the current 2022-2028 as follows:

- Z5 - 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'; and
- Z11 - 'to protect and improve canal, coastal and river amenities'.

4.5.13.3 Map-Based and Other Objectives

The alignment passes under lands identified as an Architectural Conservation Area.

The area along the river Liffey is identified as a 'Conservation Area' in the DCDP 2022-2028.

The alignment passes through a Zone of Archaeological Interest.

The alignment passes below the vicinity of a number of protected structures.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Eden Quay R105 (5); and
- South Core City Centre Zone (Tara Street to St. Stephens Green).

4.5.13.4 Local Area Plans/Masterplans

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.

4.5.13.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.13.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP, and the LAP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.14 Tara Station

4.5.14.1 Proposed Works

Tara Station is located to the south of the River Liffey within a triangle created by Tara Street, Townsend Street and the curved Dart line linking Connolly and Pease Stations which is elevated on a brick arch structure at this point.

Tara Station will be located alongside the DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg and Townsend Street and has been designed to fit into this space. The north-west end of the station box lies between the junction of Tara Street and Poolbeg Street, the alignment crosses Luke Street, and the south-east end is confined by Townsend Street.

Tara Station will act as a multi-modal interchange station between Metrolink and DART railway line. The main point of interchange between the two stations will be via the southern entrance to Tara Station.

Tara Station is designed as an underground cut and cover station, which will require the demolition of existing built structures over the alignment, comprising an office building Ashford House on Tara Street, a four-storey office building on Poolbeg Street, residential properties at 22 Luke Street and Nos. 24 and 26-32 on Townsend Street, and the Markievicz Leisure Centre including College Gate Apartments. TII will replace the leisure centre at another site.

As part of the proposed Project, the public realm at ground level will be modified, with the creation of a new pedestrianised street linking Townsend Street, Luke Street and Poolbeg Street along the alignment of the metro. The area above the station is to become an open plaza with green space, including several skylights to let natural light into the mezzanine level. There will be 256 cycle spaces at Tara Station

In addition, there will be a temporary construction compound and associated utility diversions related work.

4.5.14.2 Zoning

Tara Station is within the functional area of DCC and is zoned in the DCDP 2022-2028 as follows;

- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.*

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.14.3 Map-Based and Other Objectives

The proposed Station lies within a Zone of Archaeological Interest.

The site is within an Architectural Conservation Area.

There are no Protected Structures on the site.

4.5.14.4 Local Area Plans/Masterplans

The alignment passes under lands subject to the George's Quay LAP 2012 (DCC, 2012). This LAP is no longer in force.

4.5.14.5 Planning History

There are three extant planning permissions within the area of the Proposed Project permanent works as set out in Table 4.20. Each relates to a single office and hotel development site immediately north of the works area for the proposed Tara Station to be delivered as part of the proposed Project, to the west of Tara Street Dart station. The proposed Project boundary crosses the boundary of the development site but does not affect the area where works are to be constructed.

Table 4.20: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4054/19	Amendments to previously permitted development, Reg. Ref. 3794/18 / ABP Ref.302980 - Internal reconfiguration to provide for 1 no. additional hotel floor and a mezzanine level within the	23-09-2019	07-01-2020	No	GRANT

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	permitted building envelope, and associated works.				
4494/19	The development will consist of the upgrading and installation of 13 number new wayfinding information signs	20-11-2019	22-01-2020	No	GRANT PERMISSION
3794/18 ABP ref: PL29S.302980	Construction of a new 22 storey landmark office and hotel development with a rooftop restaurant over 2 no. levels of basement accommodation	24-08-2018	02/04/2019	Yes	GRANT PERMISSION On appeal

4.5.14.6 Project Response

The station box is proposed to be located on lands zoned Z5 with the objective *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity. The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development'.*

Tara Station is a key point of interchange between the proposed Project and the Dart and suburban rail network. To identify the most appropriate location for this station a comprehensive Site Selection process was carried out. and identified the proposed site as the preferred location for a station. However, this required the demolition of the residential and recreational facilities. Alternative options for the station would either delivered poor connections to the Dart, be limited by major infrastructural constraints, create unacceptable effects on rail alignment or have unacceptable environmental impacts. Further details are set out in Chapter 7 (Consideration of Alternatives) of the EIAR.

The construction of the station at this location will add to the accessibility of the city centre to public transport users and as a result, increase its attractiveness as a location for intensive, mixed-use development.

The station directly delivers a public plaza over the station box, introducing attractive public space into a part of the city where there is a relative shortage of such congregation space. The proposed Project delivers an internal street network to support the development of the adjacent blocks of land cleared and made available by the demolitions needed to allow the station to be constructed. The station box does not restrict the potential of these development sites to deliver high intensity city centre, mixed use development, in line with the zoning objective.

As shown in Section 3.6.2.1 above, a proposed station is Permissible on these lands.

4.5.15 Tara Station to St. Stephens Green Station

4.5.15.1 Proposed Works

The alignment between Tara Station and St. Stephens Green Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.15.2 Zoning

The alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity';*
- Z8 – *'To protect the existing architectural civic design character, and to allow only for limited expansion consistent with the conservation objective'; and*
- Z9 – *'To preserve, provide and improve recreational amenity and open space and green networks'.*

4.5.15.3 Map-Based and Other Objectives

The alignment passes under and in the vicinity of a number of protected structures.

The alignment passes under an Area of Archaeological Potential and a Zone of Archaeological Interest.

From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes.

- Trinity College (Feeder);
- Pearse Street (13E);
- Leinster Street (C2 East West Central Spine);
- St. Stephens Green R138 (Feeder); and
- St. Stephens Green R138 (C5 East to SW, Primary).

4.5.15.4 Local Area Plans/Masterplans

The tunnel alignment passes under the George's Quay LAP area. The LAP is no longer in force.

4.5.15.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.15.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.16 St. Stephens Green Station

4.5.16.1 Proposed Works

St Stephen's Green station is to be located on the east side of St Stephen's Green park, lying partly under the boundary of the park, the pavement, and extending part way under the western side of St Stephen's Green East roadway.

The station will lie partly under the boundary of the park and the footpath outside of the park and will extend partly under the western side of St Stephens Green East roadway, to minimise the impact to both St Stephens Green East and the Park. A key objective of the urban realm design is to maintain as much of the park as possible. This is aided by placing the station box underground, partly under the park and partly under St Stephens Green East road and ensuring sufficient depth of the overlying soils to allow planting of new trees. The planting over the station box will comprise a mix of trees and grass to merge with the existing character of the park. The existing railings and footpath finishes will be conserved and replaced on completion of construction.

The entrance to the station will be located at the northern end of the station box and offset from the north-eastern entrance to the park.

The Wolfe Tone monument will be relocated as part of the works and re-integrated within the park nearby. Hard landscaping works as part of the national monument will be surveyed, catalogued, lifted and stored until such a time as they can be reinstated. These include the following: granite paving, granite banding, granite kerbs, granite quadrants, granite bollards, heritage lighting, heritage railings, heritage metal work, and heritage gates, walls and pillars. Architectural features of the station will be integrated within the park and along its eastern fringe.

An existing cycle lane wraps around St Stephen's Green East, which will be maintained, and 82 cycle parking spaces will be provided alongside on the outer part of the pavement.

4.5.16.2 Zoning

St. Stephens Green station is within the functional area of DCC and is zoned in the DCDP 2022-2028 as follows;

- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks'.*

4.5.16.3 Map-Based and Other Objectives

St. Stephens Green is identified as a Conservation Area in the DCDP 2022-2028.

There are two protected structures noted within the footprint of the station works area, as follows:

- Railings, gates and plinth walls of perimeter boundary on St. Stephens Green (RPS no. 7751); and
- Surrounding bollards and traditional-style lamp-posts (RPS no. 7752).

4.5.16.4 Local Area Plans/Masterplans

The station is not in a location subject to a LAP or Masterplan.

The St. Stephen's Green Park Conservation Management Plan 2015-2020. (SSGPCMP 2015-2020), prepared by OPW, is the document that directs its development of St. Stephen's Green.

- *'The purpose of the St. Stephen's Green Park Conservation Management Plan 2015-2020 is to provide guidelines, together with a set of specific actions, for the management of St. Stephen's Green for future generations while addressing the needs of the current generation within the context of a National Historic Park. It aims to balance the responsibility to protect, conserve and enhance the unique landscape, environment, ecology, wildlife, built heritage and views of St. Stephen's Green with active and creative policies to facilitate wider access and increased enjoyment, information, education and recreation for now and into the future'. (SSGPCMP 2015-2020, p11).*
- *'The long-term vision for St. Stephen's Green combines its protection, conservation and, where appropriate, restoration as an important and unique historic landscape with the facilitation of appropriate access and use'. (SSGPCMP 2015-2020, p55).*

4.5.16.5 Planning History

There are no extant planning permissions or live planning applications on the site.

4.5.16.6 Project Response

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.

It is however, also noted that the plan states:

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)

Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.

The proposals for the Project aim to reinstate the existing landscape faithfully as far as is practicable within the constraints which are known to apply. It is feasible to do this, however, as has been set out above, it is not feasible to imbue the replacement planting with the level of maturity, the 'weight' or the 'volume' of the existing tree planting which needs to be removed. This aspect of this approach to restoration of the Park edge will take time. It may be acknowledged that the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of 'the Green', however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place. Overall, the predicted effects on the landscape during the Operational Phase will be very significant and negative.

Once the reinstatement works are completed the severe negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be very significant and negative.

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.

Chapter 25 (Archaeology & Cultural Heritage) of the EIAR identifies Moderate negative residual impacts to the current setting of St Stephen's Green Park National Monument (ACH211). This is offset by an improvement to the current setting and appreciation of the Wolfe Tone monument, which is moderate positive in nature.

Chapter 26 (Architectural Heritage) of the EIAR states that '*There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area*'**.**

The proposed station location was chosen following a robust Site Selection process.

- **Location 1:** Proposed station location within the carriageway of St Stephen's Green East with the western extent of the proposed station in line with the western fenceline of St Stephen's Green park;
- **Location 2:** Proposed station location is further west than Location 1 with the western extent of the station box located 17m within the fenceline of St Stephen's Green park;
- **Location 3:** Proposed station location at the same north/south alignment as Location 1 and 2 but with the station box entirely within the extent of St Stephen's Green park;
- **Location 4:** Further north than the proposed station location 1, and within the carriageway of St Stephen's Green East with the western extent of the proposed station in line with the western fenceline of St Stephen's Green park;
- **Location 5:** Further north than the proposed station location 2 and further west than Location 4 with the western extent of the station box located 17m within the fenceline of St Stephen's Green park;
- **Location 6:** Further north than the proposed station location 3 and further west than Location 5 with the western extent of the station box located entirely within St Stephen's Green park; and
- **Location 7:** Located on Earlsfort Terrace.

MCA was carried out on each option. The MCA ruled out options that were fully out of the park (Station locations 1 and 4) because they performed poorly against a number of criteria as they resulted in the following impacts:

- Diversion of the Victorian sewer and Hume Street sewer and associated impacts resulting from a more extensive construction area and duration;
- The closure of St Stephen's Green East to public transport and traffic during the Construction Phase; and
- Direct impacts on buildings listed on the RPS on St Stephen's Green East.

Station locations further south (Station locations 1, 2,3 &7) that would require an intervention shaft were also ruled out as they would have potential for a significant impact on an additional site with associated environmental effects.

The preferred station location option (station location 5) was chosen as it significantly reduces the impact on St Stephen's Green Park when compared to options fully within the park (Option 6). This option also allows for traffic and public transport lanes on St Stephen's Green East to remain open during the construction phase and removes the need for a prolonged construction phase as an intervention shaft or significant utility diversions would not be required. Furthermore, the choice of station location allows for the long-term impacts of the station to be significantly mitigated by replanting trees and other vegetation, in addition to the reinstatement of existing elements of architectural heritage associated with the park i.e., park railings and monuments. In addition, high-quality design of station 'pop-ups' would allow for the development of a high-quality urban environment in the north eastern corner of St Stephen's Green.

Further details on the Site Selection process are set out in Chapter 7 (Consideration of Alternatives) of the EIAR.

4.5.17 St. Stephens Green Station to Charlemont Station

4.5.17.1 Proposed Works

The alignment between St. Stephen's Green Station and Charlemont Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.17.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028, as follows:

- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks';*
- Z8 – *'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective';*
- Z2 – *'To protect and/or improve the amenities of residential conservation areas';*
- Z6 – *'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation';*
- Z1 – *'To protect, provide and improve residential amenities'; and*
- Z11 – *'To protect and improve canal, coastal and river amenities'.*

4.5.17.3 Map-Based and Other Objectives

St. Stephen's Green, the South Georgian Core and the Grand Canal are designated as 'Conservation Areas' in the DCDP 2022-2028.

The alignment passes under and in the vicinity of a significant number of protected structures. The proposed Station lies within a Zone of Archaeological Interest. From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes:

- Earlsfort Terrace (C5 East to SW, Secondary);
- Adelaide Road (C7);
- Grand Canal (Grand Canal Greenway); and
- Grand Canal (SO1/N10 and SO1A).

4.5.17.4 Local Area Plans/Masterplans

The alignment does not pass under any area subject to a LAP or Masterplan.

4.5.17.5 Planning History

No planning applications are affected by the tunnel alignment between St. Stephen's Green Station and Charlemont.

4.5.17.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

4.5.18 Charlemont Station

4.5.18.1 Proposed Works

Charlemont Station will be built in the area south of the Grand Canal and Grand Parade, east of the elevated section of the Luas Green Line at the Charlemont stop, west of the rear of the houses in Dartmouth Square, and north of Dartmouth Road.

Charlemont is an underground cut and cover station with two public access points, located beside and integrated with an adjacent development (currently under construction). It has surface connectivity to the Luas Green Line along Grand Parade and has two entrance/exits from the station, one onto Grand Parade and one onto Dartmouth Road. The Grand Parade exit provides connectivity to the Luas stop with additional path width provided between the two modes of transport.

Provision has been made for 162 cycle parking spaces, most of which will be provided around the southern entrance with the remainder integrated with the urban design along the internal road towards the northern entrance.

The internal road layout forming part of the new development and providing vehicle access to the basement of the new development will be reinstated following the construction of Charlemont station. In addition, there will be a temporary construction compound and associated utility diversions related work.

4.5.18.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the DCDP 2022-2028 as follows:

- Z6 - *'to provide for the creation and protection of enterprise and facilitate opportunities for employment creation.';*
- Z1 - *'to protect, provide and improve residential amenities';*
- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks'; and*
- Z2 - *'to protect and/or improve the amenities of residential conservation areas.'.*

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

4.5.18.3 Map-Based and Other Objectives

The station is within the curtilage of the Carroll's Building, which is a Protected Structure (RPS-3280). In addition, the houses on Dartmouth Square are each Protected Structures. Dartmouth Square is identified as an Architectural Conservation Area. The north of the site is identified as being within a Conservation Area in the DCDP. There is a map-based objective for a future bridge over the Grand Canal to the north of the proposed station.

4.5.18.4 Local Area Plans/Masterplans

The station is not located on lands that are subject to a LAP or Masterplan.

4.5.18.5 Planning History

There are a number of planning permissions extant for the lands as set out in Table 4.21 below. Planning permission was granted in April 2019 for Two Grand Parade including the refurbishment of Carroll's Building (an eight-storey office building), demolition of the warehouses at the rear, provision of offices and other works (Dublin City Council reference 2373/17, An Bord Pleanála reference PL29S.300873). Permission was granted in February 2020 for amendments to the previously approved proposal (Dublin City Council reference 4755/19). The permission includes a condition requiring the developer to enter an agreement with Transport Infrastructure Ireland and the National Transportation Authority, *inter alia*, 'to accommodate the potential development, construction and operation of a metro or light railway on, at or near the site of the approved development.' Consequently, Charlemont Station will be integrated with the redevelopment of the Carroll's Building site.

Table 4.21: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3505/20	PROTECTED STRUCTURE: Planning permission for development on a site comprising a laneway to the rear of numbers 1 to 17 Dartmouth Square West, Dublin 6. The laneway runs between Grand Parade, Dublin 6 and Dartmouth Road, Dublin 6. The application site forms part of the curtilage of numbers 1 to 17 Dartmouth Square West, all of which are protected structures (RPS Ref. Nos. 2147 to 2163). The proposed development consists of the	06-10-2020	12-01-2021	No	GRANT PERMISSION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	following: Light cleaning and consolidation of the existing walls of the laneway; resurfacing of the laneway and provision of lighting, paved surfaces and planting; reinstatement of cast-iron gates to the entrances to the laneway from Grand Parade and Dartmouth Road provision of replacement gates to the entrances to the rear gardens of numbers 1 to 17 Dartmouth Square West (including the reopening of a pre-existing entrance to number 17 Dartmouth Square West); all associated and ancillary works.				
3486/20 ABP ref: PL29S.309011	Amendment and extension of the office accommodation at fourth and fifth floor levels, resulting in additional office floor space at both levels (an increase of 114sq.m at fourth floor level, and 184sq.m at fifth floor level); - The extension of the southern stair core of the permitted office development to serve the fourth and fifth floor levels; - Associated amendments to the extent and layout of the permitted roof terraces at fourth and fifth floor levels, including reorientation of permitted rooftop plant; - Provision of an additional access / egress route at ground level to the south of the permitted office development; - The proposed amendments include an extension of the development boundary of permission Reg. Ref.: 2373/17 and An Bord Pleanala Reg. Ref.: ABP- 300873-18, as previously amended under Reg. Ref.: 4755/19 to accommodate the additional access / egress route at ground level. The proposed amendments result in an increase of 298sq.m to the gross floor area of the development, resulting in a total gross floor area of 14,926sq.m including basement.	02-10-2020	31-01-2022	Yes	GRANT PERMISSION
4755/19	Amendments to permitted development under Ref 2373/17, increasing GFA by 597sqm	19-12-2019	21-02-2020	No	GRANT PERMISSION
2373/17	Development will consist of refurbishment and alterations to the existing 8 storey Carroll's Building.	13-12-2017	11-04-2019	Yes	GRANT PERMISSION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	Demolition of 3 no. existing warehouse / light industrial buildings, provision of a new part 3, part 4, part 5 and part 6 storey, over two levels of basement. The total floorspace of the development is 15,647sqm (2 Grand Parade)				

4.5.18.6 Project Response

The station box is proposed to be located on lands zoned Z6 with the objective '*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation'*.

The station has been designed so that it is integrated with the proposed redevelopment of this site by a third-party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective.

The element of the proposed station within the Z2 zoning will affect below ground area only and will not compromise the land use objective for the lands overhead.

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.

As shown in Section 3.6.2.1 above, the proposed station is Permissible on these lands.

As set out in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact post mitigation of the construction works to construct Charlemont Station at operation stage will be significant and moderate negative.

4.5.19 Charlemont Intervention Tunnel

4.5.19.1 Proposed Works

An intervention tunnel is required for emergency evacuation from the tunnel south of Charlemont Station This tunnel extension will also facilitate overnight stabling of trains in preparation for the following day's operations. The design includes an adjacent intervention tunnel, parallel to the railway tunnel, connecting with the station so that staff can evacuate the railway tunnel south of the station in the event of an emergency. The TBM will be buried close to this location.

4.5.19.2 Zoning

This section of the alignment is in the functional area of DCC and passes under lands zoned in the DCDP 2022-2028 as follows:

- Z2 - *'to protect and/or improve the amenities of residential conservation areas.'*

4.5.19.3 Map-Based and Other Objectives

The alignment passes under a number of properties that are on the Record of Protected Structures.

4.5.19.4 Local Area Plans/Masterplans

The alignment does not pass under lands identified for a LAP or Masterplan.

4.5.19.5 Planning History

The proposed Project is in bored tunnel without surface works overhead along this part of the alignment. There are no extant planning permissions or live planning applications that are affected by the works.

4.5.19.6 Project Response

In principle, once constructed the tunnel will not affect the ability to develop on the land directly above the alignment and allows for oversite development in line with the land use zoning objectives. The tunnel alignment is, therefore, consistent with the zoning objectives for the lands overhead in the DCDP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

Similarly, the map-based objectives will not be affected by the construction of a tunnel beneath.

5. EIAR Structure and Summary of Assessment

5.1 EIAR Structure and Summary of Assessment

The EIAR includes 31 chapters and is structured as set out below. The assessment outcomes shown are taken from the Non Technical Summary of the EIAR.

Table 5.1: EIAR Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
Chapter 1 - Introduction	Introduction to the proposed Project and purpose of report	
Chapter 2 -Methodology used in Preparation of the EIAR	This EIAR will follow the 'Grouped Format Structure' as set out in the Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA 2022). This means that the EIAR has been prepared in a format which examines each environmental topic as a separate section in the EIAR covering the existing environment, potential impacts, and mitigation measures for that particular environmental topic.	N/A
Chapter 3 – Background to the MetroLink Project	The Project Need Chapter outlines the need for the proposed Project in terms of the supporting statutory basis and its evolvement.	N/A
Chapter 4 – Description of the MetroLink Project	The Proposed Project Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 – MetroLink Construction Phase	The Construction Chapter describes the construction activities and methods that are associated with the proposed Project.	N/A
Chapter 6 – MetroLink Operations & Maintenance	The Operational Phase Chapter describes the operational philosophy, operational system and how common elements of the proposed Project will work.	N/A
Chapter 7 – Consideration of Alternatives	The Consideration of Alternatives Chapter describes the key reasonable alternatives considered in relevant policy and plan development and at all stages of the proposed Project development.	N/A
Chapter 8 – Consultation	The Consultation Chapter presents the stakeholder and public consultation undertaken to inform	Described in Section 5.4 below

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	the development of the proposed Project.	
Chapter 9 – Traffic & Transport	The Traffic & Transport Chapter considers the potential traffic & transport impact associated with the Construction and Operational Phases of the proposed Project.	The assessment concludes that the impact during the Construction Phase will be negative and temporary in nature, and with the application of the proposed mitigation measures outlined in the outline CEMP, all Significant negative impacts in the Operational Phase will be reduced to Moderate or Slight negative. Overall, the proposed Project will provide a range of long-term positive impacts, from Slight to Profound. The Significant and Profound positive impacts will be on the public transport network, with vast improvements to public transport journey times, increases in the mode share held by public transport and improvements to interchange opportunities
Chapter 10 – Human Health	The Human Health Chapter considers the potential human health impacts associated with the Construction and Operational Phases of the proposed Project.	During the construction phase there will be temporary, but significant, adverse effects at certain locations. These are largely attributable to emissions from the construction process such as groundborne noise and vibration from the TBM, noise emissions and impact on air quality. Some sites will be significantly adversely affected for a period of time because of the sensitivity of the individuals there and the nature of the emissions. Perhaps the most significant effect will be groundborne noise and vibration attributable to the TBM and blasting. The psychiatric ward of the Mater Hospital is deemed as a particularly vulnerable location and there is the possibility that patients will have to be moved out of this ward for periods up to two weeks. This may also be the case for some residences along the line of the TBM but likely to be for a shorter duration. There will also be some psychological impacts particularly for those whose homes are to be acquired. There will be some negative impacts on amenity as some leisure facilities such as pitches and playing fields will be unavailable during the construction phase. There will be some degree of annoyance with changes to traffic routes and potential delays but this is minimised by having an appropriate management plan in place as has been outlined in the EIAR. During the Operational Phase there will be permanent and significant benefits in terms of human health including direct effects by improving the environment in Dublin City over the Do-Nothing scenario but also indirect effects such as facilitating exercise, reducing social inequalities and improving access to services. These benefits are ongoing and very significant. Having an efficient public transport system such as the proposed

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Project will bring benefits for physical and psychological human health directly and also indirectly with a positive contribution for environmental emissions. Projects that have the potential to have environmental benefits, protect the population from public health dangers as well as support regeneration, reduce unemployment and improve socioeconomic circumstance, can contribute to improving the health and wellbeing of communities. Projects such as the proposed Project can have impacts on socio-economic development in a number of ways by making the area more attractive towards inward investment, they can increase the potential for tourism, or they could facilitate travelling for work in a sustainable manner. Improved socio-economic status is associated with improved health measures such as longevity. People who work longer live and enjoy better health than unemployed people. Overall, the residual impacts on human health terms are assessed as overwhelmingly positive.
Chapter 11 – Population & Land Use	The Population Chapter considers the potential population impact associated with the Construction and Operational Phases of the proposed Project.	Following the incorporation of mitigation and monitoring measures, the residual significant impacts on population and land use will be slight to moderate impacts on population and land use and medium term in relation to the duration of these impacts given the length of the construction period across the Study Area. No significant residual negative impacts are anticipated on the population and land use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive.
Chapter 12 – Electromagnetic Compatibility & Stray Current	The Electromagnetic Compatibility and Stray Current considers the potential impact on electromagnetic compatibility and stray current during the Construction Phase and Operational Phases of the proposed Project.	Following the implementation of mitigation measures the residual impacts of the Operational Phase will be reduced. Continued mitigation measures to minimise stray current and continued monitoring of the power system will be required. Periodic monitoring of nearby buried structures and pipes to indicate potential changes in the stray current environment will also be required.
Chapter 13 – Airborne Noise & Vibration	The Airborne Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of proposed Project.	Construction Phase noise models include for localised screening and enhanced hoarding around construction site boundaries. Localised screening has applied to breakers and drills and enclosures to compressors, generators, pumps and motors. The range of operational noise levels from each fixed source will be controlled in accordance with best

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		practice guidance to control significant noise impacts. The residual impacts are negative, slight and long-term. Residual rail noise impacts at Noise Sensitive Locations (NSLs) in proximity to the rail viaduct between the M50 viaduct and Northwood Station have been assessed during daytime periods including peak hours and at night-time and night-time peak hours and range, further details can be found in Chapter 13 Airborne Noise and Vibration. Residual noise impacts at the closest NSLs to the Dardistown Depot are negative, not significant and long-term.
Chapter 14 – Groundborne Noise & Vibration	The Groundborne Noise and Vibration Chapter assesses the likely direct and indirect significant effects of the proposed Project on groundborne noise and vibration.	During the Construction Phase, there will be effects during the passage of the TBM which, for residents, can be mitigated by an early stakeholder engagement programme and potentially temporary rehousing. The disturbance caused by temporary re-housing is itself a significant effect; All mechanical excavation required for the project will be undertaken within standard working hours. Exceedances of groundborne noise thresholds are predicted to be exceeded at Dartmouth Square West. Mitigation will involve advance public consultation and stakeholder engagement and control of working hours. Test blasting will be carried out having regard to localised conditions and this will allow for more precise predictions of the vibration and air overpressure from blasting which will inform the blast design chosen to avoid significant effects. In any case where proximity of receptors or sensitivity of receptors is such that significant effects cannot be avoided due to blasting, then alternatives to blasting will be employed. During the Operational Phase: ▪ There will be no residential significant effects with regard to groundborne noise on the basis of the assumed track support system and installation of enhanced track isolation systems including floating slab track in the vicinity of a small number of locations and highly sensitive receptors, and receptor-focussed mitigation for each item of highly sensitive equipment; and ▪ Where highly sensitive laboratory equipment occurs, it is likely to prove difficult to avoid exceeding manufacturers' specification for ambient vibration, receptor-specific mitigation will be required.
Chapter 15 - Biodiversity	The Biodiversity Chapter considers the potential biodiversity impact associated with the Construction	The proposed Project will not result in any residual impact on any European site as the potential impact pathways connecting the proposed Project to these European sites are fully mitigated, as

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	and Operational Phases of the proposed Project.	assessed in the NIS. the proposed Project will not result in a likely significant effect on any European site. Mitigation measures will be implemented to ensure that the pNHA's and NHA will not be affected by the proposed Project during construction or operation. the proposed Project will not affect the integrity of, or result in a likely significant negative residual effect on, any NHAs or pNHA's. The proposed Project will not result in a likely significant negative residual effect on any rare and protected plant species at any geographic scale. Mitigation measures will be implemented (and monitored) to minimise the potential risk of the proposed Project affecting water quality in the receiving watercourses / waterbodies and severance / barrier of habitats during construction and operation which will ensure that there is not a likely significant negative residual effect on otter population at any geographic scale. Mitigation measures will be implemented (and monitored) prior to and during construction to minimise the risk of direct harm to bats during demolition and tree felling activities associated with the proposed Project, to provide alternative bat habitat (i.e. bat boxes) and to avoid any indirect impacts arising from light disturbance either during construction and/or operation of the proposed Project. As white-clawed crayfish is not present within the ZoI of the proposed Project, no impacts are predicted. no mitigation measures are required, and no residual impacts are predicted. Mitigation measures will be implemented during construction and operation to minimise the effects of habitat loss and habitat degradation on biodiversity. Despite these mitigation measures, the proposed Project will result in the permanent area loss of a number of habitats valued as being of Local Importance (Higher Value). Mitigation measures will be implemented during construction and operation to minimise the mortality risk and the effects of habitat loss and disturbance to breeding birds which will ensure that there is not a likely significant negative residual effect on any breeding bird population. Despite these mitigation measures, the proposed Project during construction will result in the permanent loss of yellowhammer territory (i.e., c. 61.37ha in suitable grassland and c. 4.17km in hedgerow and treeline habitat types) and as this potential impact is unmitigable, it will result in a

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		significant negative residual effect on yellowhammer at a local geographic scale. Mitigation measures will be implemented (and monitored) to minimise the risk of the proposed Project impacting badgers, the amphibian populations, reptiles or fish, and no likely significant residual effects will occur.
Chapter 16 – Air Quality	The Air Quality Chapter considers the potential air quality impact associated with the Construction and Operational Phases of the proposed Project.	With the dust minimisation measures implemented, fugitive emissions of dust from the Construction Phase of the proposed Project are not predicted to be significant and pose no nuisance to human health or ecological risk to nearby receptors. Thus, there will be no residual Construction Phase dust impacts. The air dispersion modelling assessment of Construction Phase traffic emissions found there are no substantial adverse effects predicted as a result of the Construction Phase of the proposed Project. There are two moderate beneficial impacts predicted due to the reduced traffic to the north of the Ballymun Road junction with Balbutcher Lane. The Construction Phase of the assessment identifies a generally negligible or beneficial impact on air quality in the vicinity of the proposed Project. Overall, it is considered that the residual effects with the EPA Guidelines (EPA 2017) and considering the potential impact of emissions from the proposed Project construction, the impacts are considered overall Neutral, Not Significant and Medium-Term. During the Operational Phase the air dispersion modelling assessment has found that in 2030 and 2045 all receptors will have ambient air quality in compliance with the ambient air quality standards for the Do Something (and Do Minimum) scenario. There are no slight, moderate or substantial adverse effects expected as a result of the Operational Phase of the proposed Project. Overall, it is considered that the residual effects with the EPA Guidelines (EPA 2017) and considering the potential impact of emissions from the Operational Phase of the proposed Project, the impacts are considered overall Neutral, Not Significant and Long-Term.
Chapter 17 - Climate	The Climate Chapter considers the potential climate impact associated with the Construction and Operational Phases of the proposed Project.	The proposed Project, following mitigation measures, will result in total construction phase GHG emissions of 1,119.4 kilotonnes CO_2eq over an 8-year period equivalent to an annualised total of 0.419% of Ireland's non-ETS 2030 emissions target. Over the predicted 60-year lifespan the annualised emissions due to the initial construction phase and ongoing maintenance of the proposed Project will

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		reach at most 0.049% of Ireland's non-ETS 2030 emissions target. The predicted impact to climate during the construction phase is medium-term, negative and significant. During the Operational phase, there is a long-term, beneficial and significant residual effect to climate. While the capital carbon is significant (indicative of a major infrastructure tunnelling project), the proposed Project's ability to transport people will be significant with opening year passenger demand estimated at 53,416,170 passengers boarding annually, rising to 91,318,389 passengers boarding annually by 2060. The proposed Project will be effective in encouraging the modal shift from private vehicles to MetroLink and is predicted to be a very large percentage decrease in greenhouse gas emissions on a per person basis.
Chapter 18 –Hydrology	The Hydrology Chapter considers the hydrology impact associated with the Construction and Operational Phases of the proposed Project.	The residual impacts are those that would occur after the mitigation measures, as presented in Section 18.6 above, have taken effect. The following is a summary of the residual impacts associated with the hydrological environment: ▪ There is no increased flood risk as a result of the Proposed Project. The significance of the residual impact on river and stream flow is considered as Imperceptible to Slight and of Permanent duration. ▪ No significant local impacts to river or stream morphology are expected. The significance of the residual impact on river morphology is considered to be Slight to Imperceptible and of Permanent duration. ▪ The significance of the residual impact in potential for accidental spillages is considered to be Imperceptible and of Permanent duration.
Chapter 19 – Hydrogeology	The Hydrogeology Chapter considers the potential impact hydrogeology associated with the Construction Phase and Operational Phase of the proposed Project.	▪ With the implementation of the proposed mitigation measures: - No significant local impacts to river or stream morphology are expected. The residual impact on river and stream morphology is considered as Imperceptible to Slight and of Permanent duration. - There is low potential for accidental spillages related to the Operational Phase as the proposed trains are electrically operated and maintenance depots and car parking areas will have oil/ petrol interceptors included in their design. The residual impact in this regard is considered to be Imperceptible and of Permanent duration. There are no protected wetlands/GWDTEs/SACs or SPAs within the area of influence of the proposed Project and the significance for hydrogeological

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		aspects of receptors at risk during the Operational Phase is assessed as Imperceptible after mitigation. As such, there are no residual hydrogeological impacts to European sites.
Chapter 20 – Soils & Geology	The Soils and Geology Chapter considers the potential impact on Soils and Geology during the Construction Phase and Operational Phase of the proposed Project.	The loss of agricultural land as a result of the construction of the proposed Project is a permanent loss which will be addressed in the statutory compensation process. The proposed Project has been designed to minimise the land take so that only lands required for the proposed Project are acquired. Land acquired on a temporary basis during the Construction Phase will be reinstated by agreement and returned to the landowner. During Operational Phase, the proposed Project will lead to little or no long-term loss or degradation of any existing undisturbed soil or subsoil. Where sections of track and other construction features such as the Estuary P&R and Dardistown Depot are present at the surface (primarily AZ1 and AZ3), the potential for surface water runoff to cause erosion of soil (including made ground and soils of Medium sensitivity) and sub-soil will be reduced by the installation of a trackside and surface water drainage system. Other features such as underground stations, intervention shafts and portals will also include drainage systems to manage surface water and reduce interactions with soils. With the use of drainage systems, the magnitude of impact on soils and superficial geology is considered to be negligible, resulting in an imperceptible significance of impact across the proposed Project. Settlement effects will occur over the short-term, with any effects expected during construction. Long-term effects are considered unlikely, and, as such operational impacts on the General Post Office, the Trinity College Museum Building, Oscar Wilde Statue and 51 St. Stephen's Green are considered to be negligible. Following implementation of the mitigation measures, potential impacts and risks are reduced to imperceptible or negligible for many of the aspects considered, with the remainder such as radon and water pollution (from stockpiles) assessed as low risk
Chapter 21 – Land Take	The Land Take Chapter considers the potential impact on Land take during the Construction Phase and Operational Phase of the proposed Project.	The most significant land take impacts are those associated with permanent acquisition. Although the compensation scheme for compulsory purchase will financially recompense land owners, it is recognised that the residual impact will remain Profound for many owners, particularly of residential properties. Where the permanent acquisition of sport facilities is required, alternative facilities will be provided by TII. This will reduce the residual impact from Profound to Significant.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		The mitigation measures will reduce the residual impact associated with temporary land take from Very Significant to Moderate or Slight.
Chapter 22 – Infrastructure & Utilities	The Infrastructure and Utilities Chapter considers the potential impact on infrastructure and utilities during the Construction Phase and Operational Phase of the proposed Project.	Where mitigation measures are put in place, the residual impact of the proposed Project on utilities is considered to be Neutral in effect. All impacted utilities will be reinstated in accordance with current standards and specifications for the relevant utility. In the case of the railway infrastructure at Glasnevin, the residual impact of the proposed Project is considered to be Positive in effect. The new station development will provide an interface with the Iarnród Éireann MGWR (Western Commuter Line / Maynooth Line) and the GSWR (South-Western Commuter / Kildare line), with a new concourse area to connect all three railways together. The overall sequence of works at Glasnevin Station has been linked with planned Iarnród Éireann improvement works in the station area and to the west of the station. In relation to the Royal Canal at Glasnevin, the residual impact of the proposed Project is considered to be Neutral in effect. The canal retaining wall will be strengthened and the functioning of the canal will remain unchanged. Following completion of the Construction Phase, the Royal Canal towpath at Glasnevin will be fully reinstated on its existing alignment. In order to maintain the existing width along the towpath a permanent cantilever structure will be provided to carry the towpath over the proposed Iarnród Éireann platform serving the MGWR Down Line.
Chapter 23 – Agronomy	The Agronomy Chapter considers the potential impact on agronomy during the Construction Phase and Operational Phase of the proposed Project.	Approximately 76ha of land will be removed from 'agricultural' use during construction with approximately 27 ha permanently removed during the operational phase. At a county level, the total agricultural land acquired is 0.002%. There will be no impact of national or county significance as a result of the construction of the proposed Project. The residual impacts predicted to affect land holdings will be the same as the impacts experienced during the Operational Phase and range from imperceptible to moderate (not significant) for the landowners affected.
Chapter 24 – Materials & Waste Management	The Materials and Waste Management Chapter considers the potential waste & resources impact associated with the Construction and Operational Phases of the proposed Project.	The assessment has indicated that the construction of the proposed Project is likely to consume large quantities of materials and result in potential impacts on the environment and the generation of potentially large quantities of excavated material and C&D waste. Following the implementation of

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		mitigation measures, potential impacts in relation to inert and non-hazardous and hazardous waste will be avoided, reduced or offset. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the proposed Project future operator in accordance with all legal and other necessary requirements.
Chapter 25 – Archaeology & Cultural Heritage	The Archaeology & Cultural Heritage Chapter considers the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the proposed Project.	Once all the mitigation measures have been implemented, it is predicted that there will be no significant residual impacts on archaeological and cultural heritage resources as a result of the construction and operation of the proposed Project.
Chapter 26 – Architectural Heritage	The Architectural Heritage Chapter considers the potential architectural heritage impact associated with the Construction and Operational Phases of the proposed Project.	Following mitigation, the majority of residual impacts would be imperceptible to moderate and not significant. The impact at the following locations will be significant or very significant for the duration of the Construction Phase; the railway tunnel at Cross Guns, Prospect Lodge, Four Masters Park, 43 O'Connell Street Upper, 44 O'Connell Street Upper, 45 O'Connell Street Upper, 52-54 O'Connell Street Upper, 55-56 O'Connell Street Upper, 57 O'Connell Street Upper, 58 O'Connell Street Upper, and the Carroll's Building, Grand Parade.
Chapter 27 – The Landscape	The Landscape Chapter considers the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the proposed Project.	During the Construction Phase, significant negative short to medium term residual landscape effects are predicted at the M50 Viaduct and lands south of the M50 Motorway, Griffith Park Station, Glasnevin Station, Mater Hospital Station, and O'Connell Street Upper. Visual effects are predicted at a number of locations due to the construction site/compound activity. During the Operational Phase, MetroLink is predicted to have negative permanent residual effects on the landscape and visual amenity at certain locations such as O'Connell Street Upper and at St Stephen's Green. MetroLink is predicted to have significant positive permanent residual effects at a number of locations including Estuary Roundabout to Malahide Road Roundabout, Collins Avenue Station, Glasnevin Station and Tara Station.
Chapter 28 – Risk of Major Accidents & Disasters	The Risk of Major Accidents and / or Disasters Chapter considers the potential significant adverse impacts on the environment during the Construction and Operational Phases of the proposed Project.	During the Construction phase, following mitigation, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects. During the Operational Phase, following the implementation of mitigation measures, there

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		remains a risk of significant impacts associated with the proposed Project being vulnerable to infectious disease. In the event of an incident such as the Covid-19 pandemic, it is anticipated that all non-essential maintenance work and walkovers/inspections would be postponed. Services would be reduced, with reduced capacity and being used by essential workers only or as required by the Government. All guidance and direction provided by the relevant Department (i.e., Department of Health) would be followed and any required additional biosecurity measures or restrictions would be implemented. Overall, it can be considered that the risk of impacts from an infectious disease will be managed to be ALARP. As a result, it is considered that there will not be any likely significant environmental effects arising from the vulnerability of the proposed Project to Major Accidents and Natural Disasters.
Chapter 29 - Interactions Between the Various Environmental Aspects	This Chapter considers the potential interaction of impacts when two or more types of environmental impact associated with a proposed development arise at a particular location or act upon an environmental resource.	Many of the potential impacts arising from the potential interactions were identified at a very early stage in the design process and either avoided altogether through design measures or they were addressed through specific mitigation measures. This early identification process helped to identify and minimise the potential for significant interactions of impacts arising. The mitigation proposals for specific environmental aspects also help to mitigate the potential effects of impact interactions as far as practicable.
Chapter 30 – Cumulative Impacts of Interaction Between Other Projects and MetroLink	This Chapter considers the potential interaction of impacts when a proposed between the proposed Project and other proposed development.	With the implementation of the specified mitigation measures the majority of the identified potential negative cumulative impacts will be avoided or reduced to a level that is not considered a significant residual impact. In addition, there are also a number of Positive residual impacts which will occur as a result of the operation of the proposed Project in combination with the operation of other transport-related developments.
Chapter 31 – Summaries of the Route Wide Mitigation and Monitoring Proposed	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A

5.2 Other Requirements

5.2.1 Appropriate Assessment and Natura Impact Statement

A screening for Appropriate Assessment (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 has examined and analysed, in light of the best scientific knowledge, with respect to those European sites within the Zone of Influence of the proposed Project, the potential impact sources and pathways, how these could impact on the European sites' qualifying interest habitats and qualifying interest/special conservation interest species and whether the predicted impacts would adversely affect the integrity of the European sites.

Avoidance, design requirements and mitigation measures are set out within the NIS and they ensure that any impacts on the conservation objectives of European sites will be avoided during the construction and operation of the proposed Project such that there will be no adverse effects on the integrity of these European sites.

It has been objectively concluded, following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts from the proposed Project and with the implementation of the mitigation measures proposed, that the proposed Project will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects.

5.2.2 Water Framework Directive Assessment

In terms of the construction phase, this assessment has considered the current water status of all relevant water bodies, and potential impacts have been considered. With mitigation measures in place, it is concluded there will be no degradation of the current water body (chemically, ecological and quantity) or any impact on its potential to meet the requirements and/or objectives in the second RBMP 2018-2021 (River Basin Management Plan) and *draft* third RBMP 2022-2027.

There are no discharges of water during the construction phase to any open waterbody/ watercourse. There are appropriately designed mitigation and design measures which will be implemented during the construction phase to protect the hydrological environment. There is a potential of accidental discharges during the construction phase, however these are temporary short-lived events that will not impact on the water status of waterbodies long-term and as such will not impact on trends in water quality and over all status assessment.

There will be limited impact on the surrounding hydrological environment from the activity of dewatering, which will reduce for all excavations including retained cuts/ cut and cover section as the features become sealed including with bottom grouting at the deep station box excavations). Once the piling is complete, the extent (influence) of dewatering is very limited with the zone of influence being small. Therefore, the impact on the hydrology of the water body is negligible. Also, there is limited dewatering required for the northern section as the track and station are above ground structures. As such the Proposed Project will not have an impact on the quantitative aspects in consideration of water body status.

The Outline CEMP and project-specific CEMP which the works Contractor will develop will implement strict mitigation measures to ensure the protection of the hydrological environment during construction which will ensure that there will be no negative impact on the quantitative or qualitative or morphology of the nearby watercourses.

Overall, the potential effects on the WFD status to the waterbodies are considered Neutral, Imperceptible to Not Significant and Temporary.

In terms of the operation phase, this assessment has considered the current water status of all relevant water bodies, and potential impacts have been considered. With mitigation measures in place, it is concluded there will be no degradation of the current water body status (chemically, ecological and quantitative) or its potential to meet the requirements and/or objectives and measures in the second [current] RBMP 2018-2021 (River Basin Management Plan) and draft third RBMP 2022-2027. There are limited discharges of water during the operational phase to any open waterbody / watercourse and no long-term groundwater dewatering for the Project. The discharges will be adequately treated via SuDS measures, hydrobrake (or equivalent) and oil/water interceptor to ensure there is no long-term negative impact to the WFD water quality status of the receiving watercourse. The SuDS and proposed measures have been designed in detail with the ultimate aim of protecting the hydrological (& hydrogeological)

environment. The SuDS and project design measures will be maintained correctly as per specifications to ensure long-term/ on-going integrity of same.

There is no dewatering associated with the operational phase, hence there is no impact on the hydrological environment in terms of baseflow.

Furthermore, there is limited volume of chemicals and fuel storage for this development as the MetroLink is powered by electricity.

Overall, the potential effects on the water body status to the waterbodies through which the Proposed Project will operate are considered Neutral, Imperceptible to Not Significant and Permanent.

5.3 Consultation

In preparing the proposed Project, the Project Team has consulted with the public and stakeholders in accordance with the following legislative, best practice and planning practice requirements:

- Aarhus Convention;
- Consolidated EIA Directive requirements; and
- Requirements of National Law.

The following section summarises the key consultation stages. Full details of the consultation undertaken is set out in Chapter 8 (Consultation) of the EIAR.

5.3.1 Pre-Application Consultation

Nine pre-application consultation meetings have taken place with An Bord Pleanála in advance of the RO submission. These meetings allowed the Project Team to provide to the Board an overview of the proposed project and an outline of key environmental issues being considered in the EIAR. In the final pre-application meeting procedural processes and matters were agreed with the Board having regard to the lodgement of the RO Application. The dates of these meetings are listed below.

Table 5.2: Pre-Application Consultation Meetings held between 2018 and 2021

Meeting No.	Date
1	6 November 2018
2	6 December 2018
3	29 May 2019
4	8 November 2019
5	17 December 2019
6	28 October 2020
7	31 March 2021
8	15 September 2021
9	28 October 2021

5.3.2 Public Consultations

5.3.2.1 Emerging Preferred Route Option Consultation

Consultation on the Emerging Preferred Route for the proposed Project took place from 22 March 2018 to 11 May 2018. A total of 7,591 submissions were received.

5.3.2.2 Consultation on the Preferred Route

The consultation on the Preferred Route took place over an eight-week period from 26 March 2019 to 21 May 2019. A total of 2,132 submissions were received. These submissions were analysed, and their content was fed back into the Project Design and Environment teams for consideration. The issues raised during public consultation have been considered as part of the final Preferred Route and formed the basis of the preliminary design.

5.3.2.3 Consultation on Environmental Impact Assessment Scoping

In order to inform the development of the EIAR, an EIA Scoping Report was prepared, and key statutory and non-statutory stakeholders were identified and asked to consult on this report. The EIA Scoping Report set out the proposed scope of work and methods to be applied in the development of the EIAR and the proposed structure and contents of the EIAR. The EIA Scoping Report was issued in May 2019. In total, 22 submissions were received.

5.3.2.4 Albert College Park Local Area Consultation

The Albert College Park Intervention Shaft Local Area Consultation ran for four weeks until 11 March 2020. Overall, 195 submissions were received by email and post in response to the Albert College Park Local Area Consultation.

5.3.2.1 Statutory Consultation on Railway Order Application

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.

5.3.3 Other Consultation Activity

Public participation has been an integral part of the development of the proposed Project from the outset. Non-statutory consultation was carried out to inform the public and stakeholders of the development of the proposed Project from an early stage and to seek feedback and participation throughout its development. The MetroLink Infrastructure team has undertaken a comprehensive consultation and engagement process with stakeholders, landowners and members of the public throughout the development of the proposed Project.

Public consultations were conducted in line with the project roadmap to ensure the most meaningful contribution to design phases. The non-statutory consultation periods including the EIA Consultation, EPR (EPR) Consultation, PR Consultation and Albert College Park Local Area Consultation.

The early involvement of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of the proposed Project and in the preparation of this EIAR.

5.3.3.1 Stakeholder Meetings

Since January 2018, 1,331 meetings have taken place to date and more than 107 organisations have been met by Project Team members, including representatives from FCC, DCC, Irish Water, DAA, the Mater Hospital and Trinity College Dublin. The meetings took place over a four-year period from 2018 to 2022.

FCC and DCC were met regularly by the Project Team to discuss the ongoing development of the proposed Project. Chapter 8 (Consultation) of the EIAR outlines the number of meetings that took place with stakeholders over the course of the proposed Project from 2018 to 2022.

5.3.3.2 Landowner Engagement

Landowner engagement is an ongoing process throughout the development of the proposed Project. The proposed Project established a Landowner Liaison Officer team that aimed to provide landowners with a dedicated point of contact while endeavouring to address any issues related to the proposed Project which may be of concern to individual landowners.

5.3.3.3 Property Owner Engagement

Discussions have taken place with all the owners of properties which may have to be acquired to facilitate the proposed Project.

5.3.3.4 Property Owner Protection Scheme

The Property Owner Protection Scheme (POPS) was introduced to the public through consultation and will be launched prior to the Construction Phase of the project. The premise of POPS is that any property owner of a private property located within the scheme area, may sign up and avail of free, independent condition surveys of their property. Condition survey data will be gathered before, after and during construction.

5.3.3.5 Independent Expert

In September 2021, RINA was appointed as Independent Engineering Expert (IEE) for the proposed Project. Stakeholder Groups who may be affected by the construction and/or operation of the proposed Project will be able to seek independent engineering advice from the IEE in order to better understand the potential impacts of the project's design and the reasons behind any particular design decisions along the proposed alignment.

5.3.3.6 STEPS

During STEPS Engineers' Week 2020, engineers from TII engaged with six schools along the proposed Project route to showcase to over 500 students the proposed Project.

6. Strategic Importance of the Proposed Project

The proposed project is of strategic importance to the long-term development of the Dublin region for land-use and transport.

As shown in Section 3.5.1, the proposed Project has been specifically identified as being of national importance in the National Planning Framework to deliver the following National Strategic Outcomes - NSO4 High quality international connectivity and NSO5 Sustainable mobility. In addition, the proposed Project supports NSO1 Compact Growth through facilitating the development of compact, connected places along a strategic corridor of development, supports NSO7 – Enhanced Amenities and Heritage through the implementation of the transport strategy for Dublin. The proposed Project is explicitly identified as a key future growth enabler for Dublin City to improve transport mobility via strategic infrastructure.

As shown in Section 3.4.2, the proposed Project has been specifically identified as being of national importance in the National Development Plan 2021-2030 as catalysing the shift towards accessibility-based mobility systems, and is identified as major Regional Investment which is a Strategic Investment Priority, and is identified as being key spine in the overall public transport network in Dublin and facilitate compact, transport-led development.

'MetroLink is the largest investment project in this NDP and likely the largest ever public investment project in the history of the State. Once completed MetroLink will provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre. This new link will form a key spine of the overall integrated public transport system for Dublin, alongside BusConnects and DART+, and facilitate compact, transport-led development at key locations. During peak periods MetroLink will operate every three minutes in its early years and is ultimately designed to operate every 90 seconds when demand levels require this frequency.

As set out in Section 3.6.7, the proposed Project is a key project to deliver modal shift towards sustainable travel modes.

'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)'.

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'*

'Expanding rail services and infrastructure in, and around, major urban centres' is identified as part of the major transport projects 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 CAP further states

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

The proposed Project is directly identified under Action TR/23/36 of the Climate Action Plan 2023 and the draft Climate Action Plan 2024 states that MetroLink is one of the significant new public transport infrastructure elements that: '*is required to deliver on our carbon emissions reduction targets, and to provide people with the sustainable alternatives to private car usage'*.

As set out in Section 3.5.1, the proposed Project is specifically identified in the Transport Strategy for the Greater Dublin Area 2022-2042, '*A Railway Order application for the MetroLink was made to An Bord Pleanála in 2022. Subject to receipt of approval, it is intended to proceed with the construction of the project. '*

The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2022-2042, through the commitment to deliver a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic Park & Ride facility north of Swords.

Therefore, the Transport Strategy for the GDA clearly identifies the proposed Project as being of strategic and national importance.

In summary, the proposed Project is of strategic importance to the long-term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National Planning Framework, National Development Plan and other key statutory documents.

7. Overall Conclusion

The proposed Project provides a high-quality, high-capacity route in a key corridor of the city, providing connections to a number of the strategically important locations, including Dublin Airport, Swords, Dublin City University, the Mater Hospital and Dublin City Centre. It will also provide interchange with DART, Iarnród Éireann and Luas Green Line services.

The principal objective of MetroLink is to design a metro system offering passengers a safe and quality service capable of delivering the transport capacity required for the 2057 forecast of 20,000 people per hour per direction at peak hours. MetroLink will utilise High Floor unattended automatic trains with a Grade of Automation (GoA4), capable of operating at headways of 90 seconds in peak hours and providing a journey time of approximately 25 minutes from Dublin City Centre to Swords.

The proposed Project will directly deliver a key objective of the National Planning Framework. It complies with the NPF goals and the objectives of Smarter Travel by way of delivering a high-quality, green, sustainable key public transport mode, that helps the transition towards a low carbon and climate resilient society. This will ensure the creation of a more attractive, liveable urban place accommodating the projected growth of this corridor of the city region by 2040.

The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2022-2042, through the delivery of a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&R Facility north of Swords.

The proposed Project is identified in the RSES 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 Midland Region including the Dublin Metropolitan Area Strategic Plan area. The proposed Project will facilitate the integration of transport with land use planning. The delivery of a high-capacity public transport corridor will enable and support delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area, with a particular opportunity to deliver planned residential and employment growth at Swords.

At a local level, it has been demonstrated that the proposed Project is compliant with the overarching principles of the statutory development plans in Fingal and Dublin City. This report provides an assessment of the potential impact of the project in respect of statutory development plan requirements, given the design response to technical, environmental and other project decisions, including responses to consultation with stakeholders, agencies and the general public.

Metrolink is a central element in the delivery of the core strategy for both Fingal County Council and Dublin City Council, in respect of settlement strategy, compact growth, residential land potential, employment growth and access to Dublin Airport. The proposed project supports the vision for Fingal and Dublin City, in the context of the Metropolitan Area Strategic Plan and its strategic 'Metrolink – Luas' growth corridor.

While the proposed Project is key to delivery of the overarching objectives of the Fingal Development Plan 2023-2029, as well as the vast majority of the adopted policy and objectives of the Development Plan, there are a number of general policies and objectives that are not met in full in certain locations within the county:

- In one location in the Fingal County Council area the proposed Project does not comply fully with the current zoning objectives of the lands through which, or under which, it passes. The location is at the Retail Warehousing zoned land at Fosterstown Station. However, it is noted that the station location corresponds to the station location identified in the development plan maps and encroachment on the zoning objective is partial.
- Changes in the plan in respect of biodiversity net gain as set out in Objective GINHO30 will not be met in full. This objective was introduced in the new Fingal Development Plan. TII is working with Fingal County Council to agree additional landscaping and planting to work towards the achievement of local net gain.
- Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation, some elements of a number of policies and objectives of the Fingal

Development Plan 2023-2029 will not be met in full - GINHP2, GINHO2, GINH04, GINHP10, GINHO21, GINHP20, GINHO41 GINHO44 and GINHP21 and their associated development management objectives.

- While the Proposed Project has sought to minimise impacts on Protected Structures, some negative impacts will occur, as set out in the EIAR. As a result, a number of relevant policies will not be met in full, including Policy HCAP12, HCAP13 and Objective DMS0185. This relates to the protection of Santry Lodge which was added to the Record of Protected Structures in the new Fingal Development Plan. It is noted that the design has been developed to avoid any direct impacts on Santry Lodge itself.
- The approach taken by the Proposed Project in relation to cycle parking has been to develop a tailored MetroLink-specific methodology. The numbers of cycle parking to be provided preserves the capacity of the NTA and planning authorities in determining appropriate bike parking standards and objectives with public input in future strategic land use plans as the use of the proposed Project grows. However, the project is not fully in accord with objective DMSO109.

While the proposed Project is key to delivery of the overarching objectives of the Dublin City Development Plan 2023-2029, as well as the vast majority of the adopted policy and objectives of the development plan, there are a number of general policies and objectives that are not met in full in certain locations within the city:

- Construction of certain stations and of the intervention shaft will take place on lands zoned Z9 – Amenity / Open Space Lands / Green Network under the Dublin City Development Plan 2022-2028. In these locations, the proposed uses, while permitted in principle, are not consistent with the general permitted new uses. In these station locations, above ground interventions at operational stage will largely be limited street level access, lifts, vents and skylights reducing the effect on open space amenity. For the intervention shaft, the design was developed to reduce the effect on the amenity of the park.
- While the proposed Project has sought to minimise impacts on Protected Structures and National Monuments, some negative impacts will occur, as set out in the EIAR. As a result, Dublin City Council Objectives BHA2 and BHA26 are not met in full.
- Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the city and unavoidably leads to some fragmentation, tree loss and loss of amenity, there are inconsistencies with elements of a number of policies and objectives of the Dublin City Development Plan 2022-2028 – GI16, GIO23, GI29 and GI41.
- The demolition of the Markievicz Leisure Centre is inconsistent with Policies GI45 and GI46 of the plan.
- The approach taken by the proposed Project in relation to cycle parking number and form has been to develop a tailored MetroLink-specific methodology. The numbers of cycle parking to be provided preserves the capacity of the NTA and Dublin City Council in determining appropriate bike parking standards and objectives with public input in future strategic land use plans as the use of the Proposed Project grows.

Where the proposed Project does not fully meet policies and objectives of the statutory plans, mitigation has been put in place to reduce the effects, as set out through the assessments made in the EIAR.

The proposed Project is of strategic importance to the long-term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National Planning Framework, National Development Plan and other key statutory documents. It is considered that the weight of policy support is strongly in favour of the proposed Project, and it is considered to be in consistent with proper planning and sustainable development of the area in which it is situated, at national, regional and at local level.

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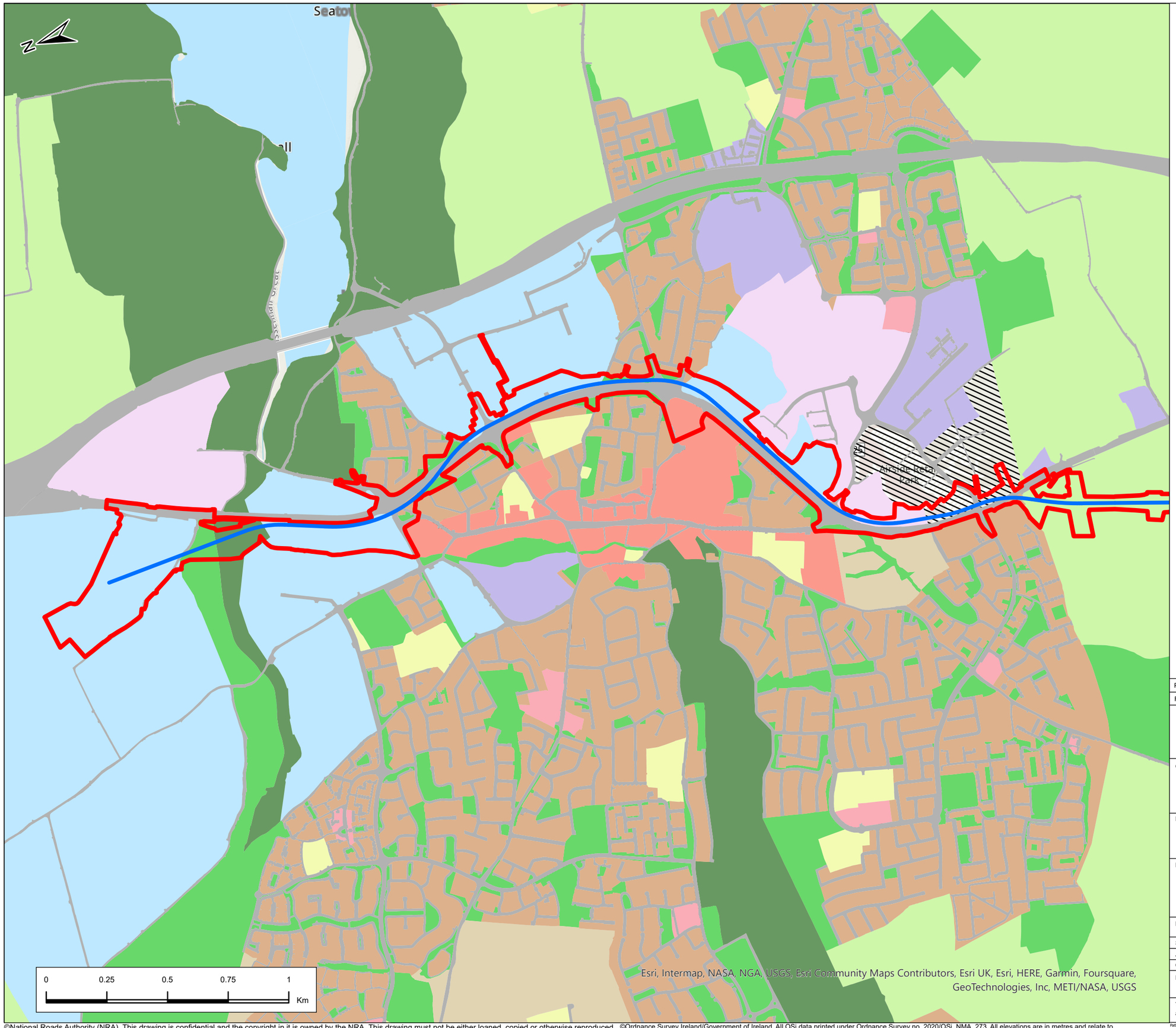
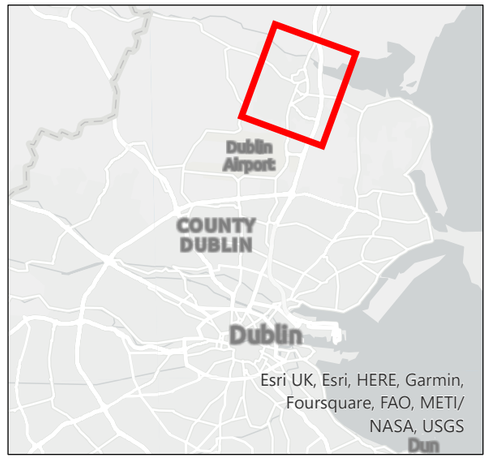


Legend

- Alignment
- Extent of Project Boundary
- CI - Community Infrastructure
- GB - Green Belt
- GE - General Employment
- HA - High Amenity
- HT - High Technology
- LC - Local Centre
- MC - Major Town Centre
- MRE - Metro and Rail Economic Corridor
- OS - Open Space
- RA - Residential Area
- RD - Road
- RS - Residential
- RW - Retail Warehousing



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P01	11/22/2023	For Review	ADS	PB	JK	PB

JACOBS IDOM

Client: TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 1 Fingal Development Plan 2023-2029 Zonings 1

Drawing Status: FINAL

Scale @ A3	1:15,000	DO NOT SCALE
Jacobs No.	32108600	
Client No.		

Drawing No.: Figure 1 — Rev: P02

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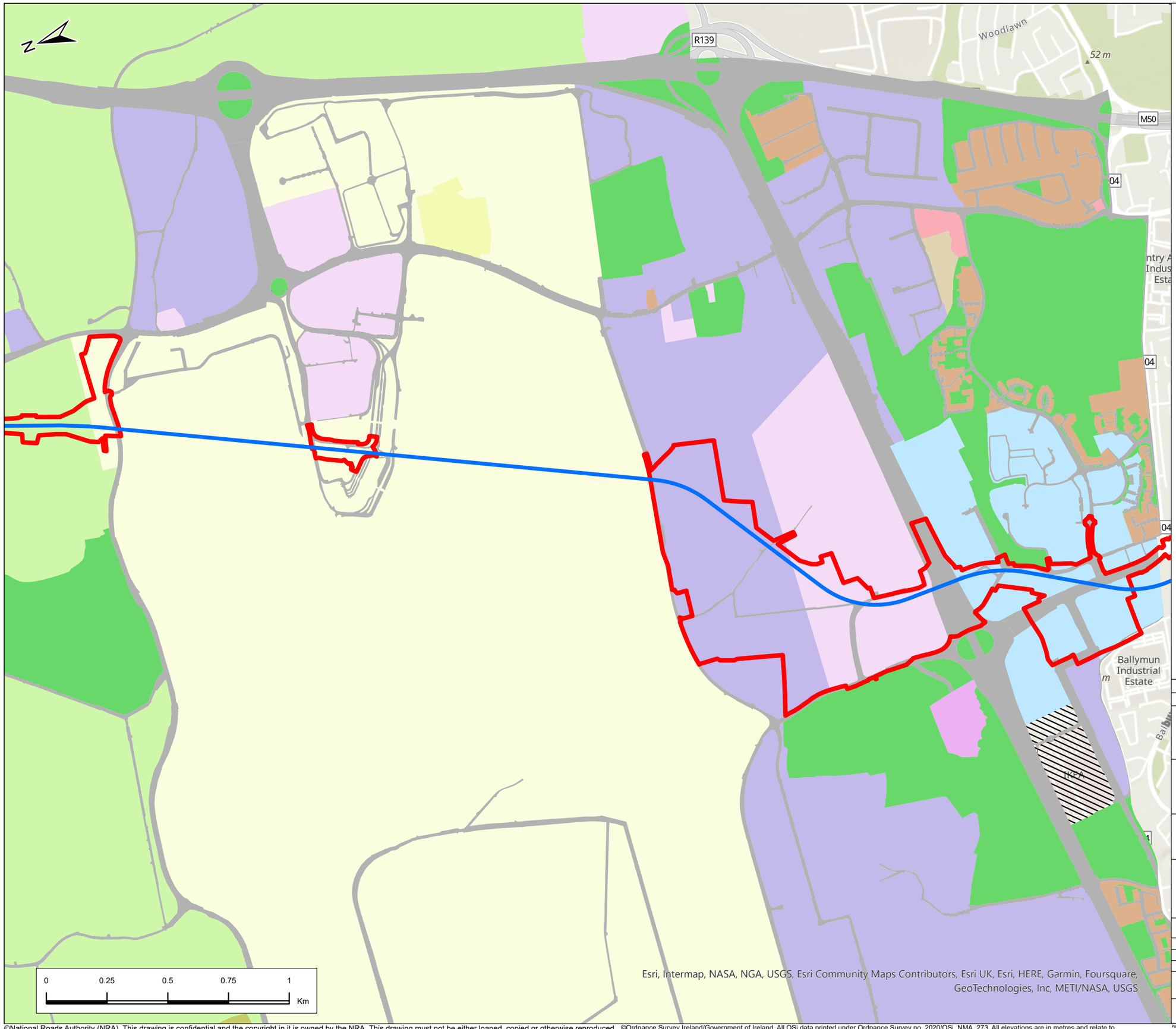
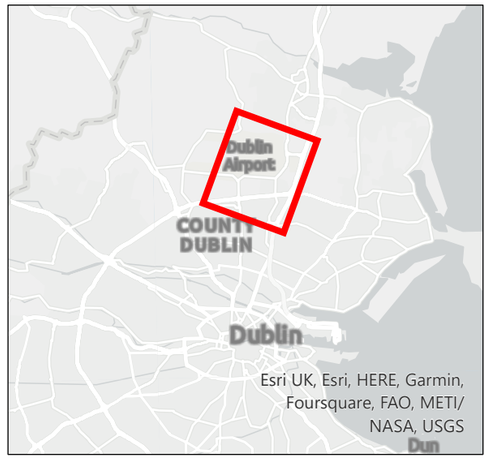


Legend

- Alignment
- Extent of Project Boundary
- CI - Community Infrastructure
- DA - Dublin Airport
- FP - Food Park
- GB - Green Belt
- GE - General Employment
- HT - High Technology
- LC - Local Centre
- MRE - Metro and Rail Economic Corridor
- OS - Open Space
- RA - Residential Area
- RC - Rural Cluster
- RD - Road
- RS - Residential
- RW - Retail Warehousing
- WD - Warehousing and Distribution



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 2 Fingal Development Plan 2023-2029 Zonings 2

Drawing Status: FINAL

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0 100 200 300 400 500 M

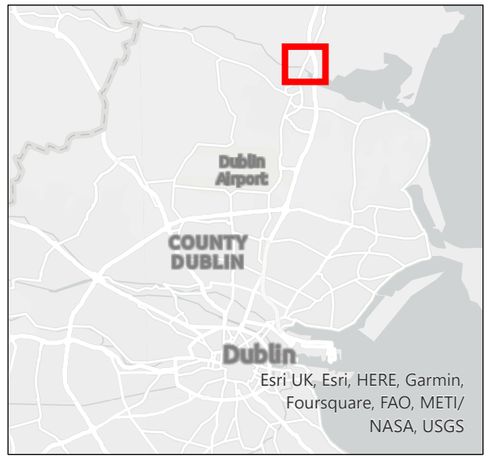
Legend

Alignment

Extent of Project Boundary

M1:Existing Cycling Tunnel
M2: Swords Western Distributor Road (Indicative)
M3: New Signalised Junction
M4: Transport Intercharge Area
M5: Internal Street Layout
M6: New Active Travel Route
M7: Improved Public Walkways along R132
M8: Indicative Metrolink Location
M9: Existing Bus Stops
M10: Southern Exit

Transport and Movement Figure adapted from the Lissenhall East Local Area Plan



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 3 Lissenhall East 2023

Drawing Status: FINAL

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N

Enhancement of pedestrian / cyclist link along Jugback Lane

Pedestrian / Cyclist connection to existing neighbourhood centre on Applewood

Provide Cycle Routes as per GDA Cycle Network. Roundabout junctions to be upgraded to cycle friendly roundabouts

Proposed pedestrian / cyclist connection to MetroLink Estuary Station

Proposed continuation of the pedestrian / cyclist route along the south side of Broadmeadow River

Vehicular access

Potential pedestrian / cyclist links to the R132 as part of the Estuary Central Development Lands

Provide pedestrian crossings on Glen Ellan Road to future Bus Connects Stops

Vehicular access

Existing junction to be upgraded to accommodate existing/future traffic and pedestrian/cyclist facilities

Pedestrian / Cyclist facilities along both sides of the R132

Glen Ellan Rd

Jugback Lane

Balheary Rd

R132

R125

Estuar

TRANSPORT OBJECTIVES

Planned Infrastructure:

- MetroLink Preferred Route
- MetroLink Future Station (indicative location)
- GDA Cycling Network Routes
- Road Schemes
- Proposed Junction Upgrade

Proposed Masterplan Infrastructure:

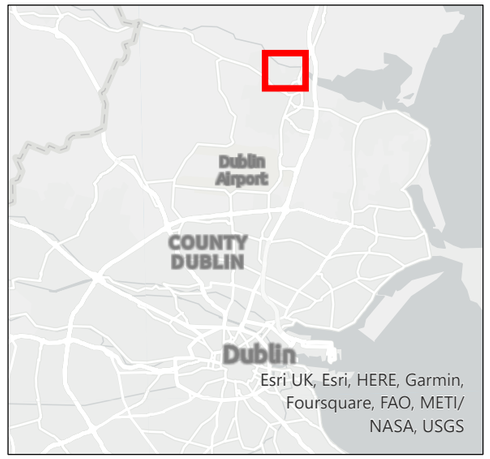
- Internal Roads (inc. ped/cyclist facilities)
- Vehicular Access to Masterplan Area
- Local Vehicular Access (no through traffic)
- Vehicular Access to building blocks and houses
- Pedestrian/Cyclist Links (indicative alignment)

0 0.1 0.2 0.3 0.4 0.5 Km

Legend

- Alignment
- Extent of Project Boundary

Transport and Movement Figure adapted from Swords Masterplans Part D: Estuary West



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 4 Estuary West Masterplan 2019

Drawing Status: FINAL

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Drawing No.	Figure 4	Rev P02

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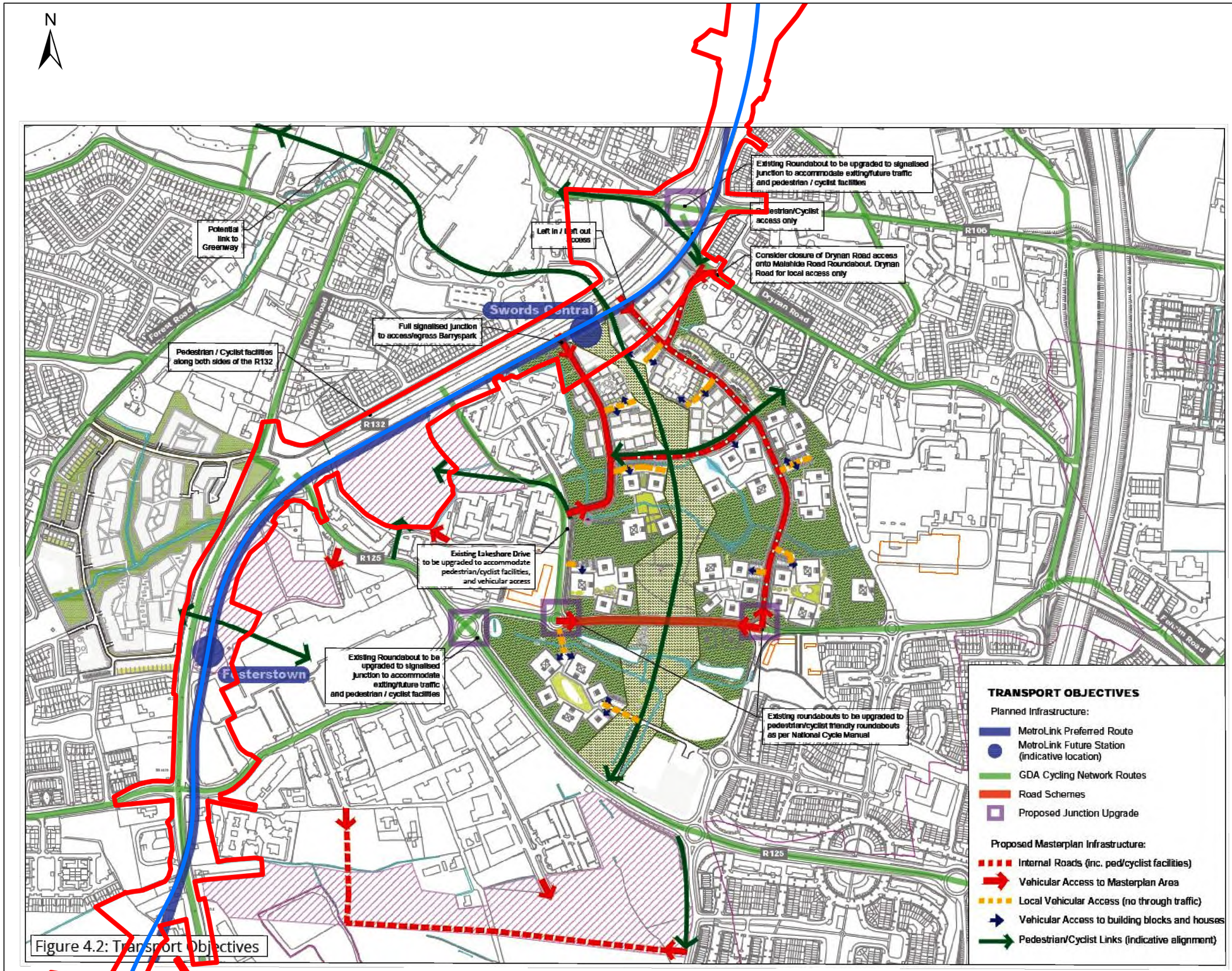
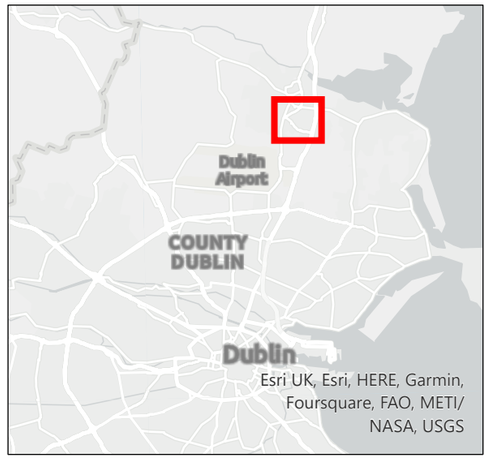


Figure 4.2: Transport Objectives

Legend

- Alignment
- Extent of Project Boundary

Figure adapted from Swords Masterplans Part B: Barrysparks & Crowcastle Masterplan Fig 4.2



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Client: TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 5 Barrysparks and Crowcastle Masterplan 2019

Drawing Status: FINAL

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Drawing No.	Figure 5	Rev P02

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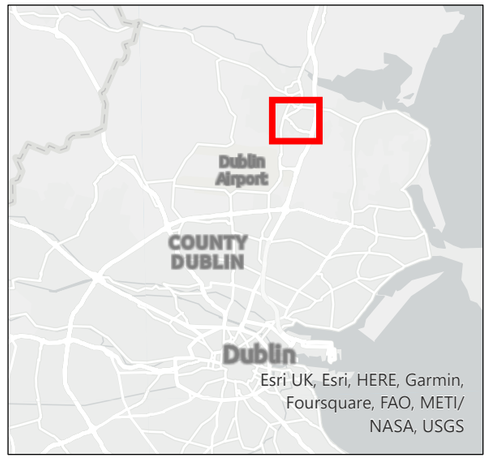
N

0 0.1 0.2 0.3 0.4 0.5 Km

Legend

- Alignment
- Extent of Project Boundary
- Vehicular Access to Masterplan area
- Proposed internal roads and secondary vehicular access
- Pedestrian / cyclist link
- Primary Avenue with cycle paths
- Priority frontages
- Flexible frontages
- Proposed parks
- Strategic SUDS and flood risk management corridors
- Existing and proposed greenroutes - pedestrian & cycle
- Greenroutes - pedestrian
- Possible future greenroutes
- Existing and proposed SUDS ponds and wetlands
- Proposed metro north route
- Airside Urban Design Strategy area
- Masterplan area
- Metro stop
- M1

Transport and Movement Figure adapted from Swords Masterplans Part C: Fosterstown



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 6 Fosterstown Masterplan 2019

Drawing Status: FINAL

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Fig 8.1 Dublin Airport Surface Access

N

N2 - Airport Western Access

Airport Roundabout upgrade, possibly including grade separation

Old Airport Road/Collinstown Lane bus priority measures on approach to Swords Road CBC

Prioritise Swords Road CBC to increase bus patronage in line with Airport growth

LAP 11.A

Kilometers
0 0.5 1 2 3 4 5 6

0 0.4 0.8 1.2 1.6 2 Km

Legend

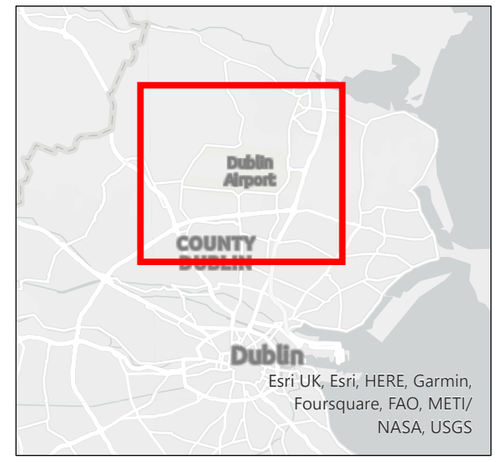
- Alignment
- Extent of Project Boundary

- Dublin Airport LAP Boundary
- Metrolink
- CBC Upgrades
- Existing Cycle/Pedestrian Route

Fingal Development Plan 2017 2023 Objectives

- Indicative Metro Route
- Proposed Quality Bus Corridor
- Indicative Cycle/Pedestrian Route
- Road Proposal

Figure adapted from Dublin Airport Local Area Plan Fig 8.1



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 7 Dublin Airport Local Area Plan 2020

Drawing Status: FINAL

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Client No.		
Drawing No.	Figure 7	Rev P02

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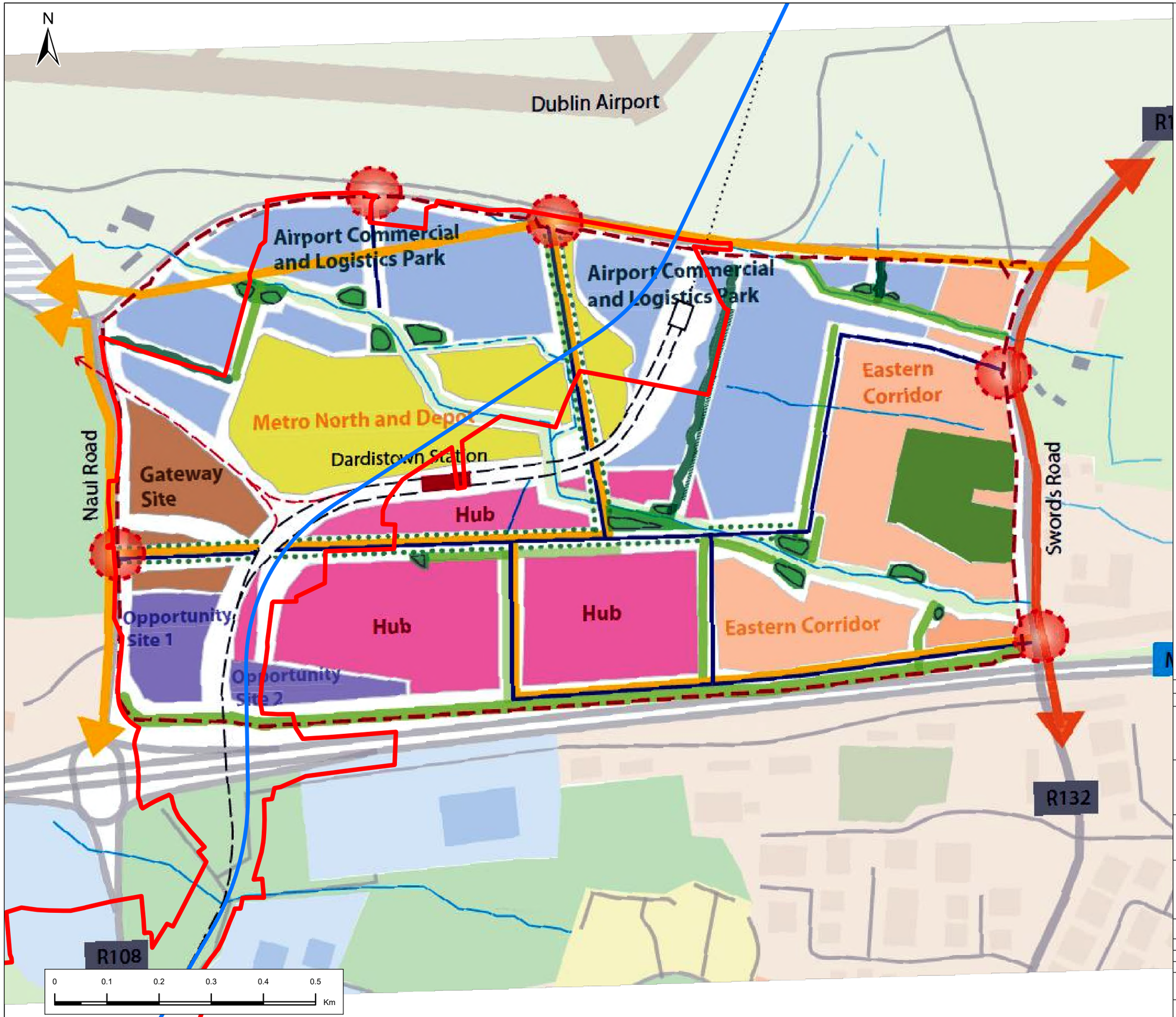
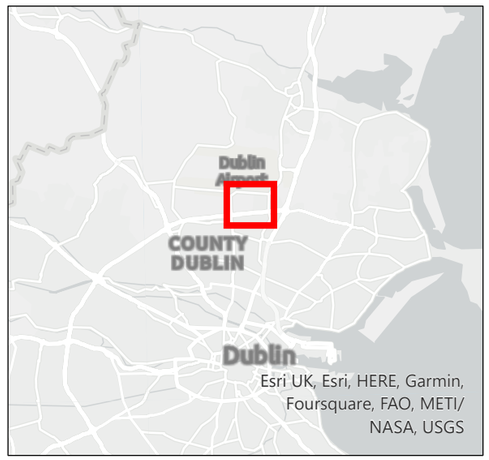


Legend

- Alignment
- Extent of Project Boundary

Figure adapted from Dardistown Local Area Plan Fig A



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P01	11/17/2023	For Review	ADS	PB	JK	PB

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Client: TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 8 Dardistown Local Area Plan 2013

Drawing Status: FINAL

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Drawing No.	Figure 8	Rev P02

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N

0 0.25 0.5 0.75 1 Km

Legend

Alignment

Extent of Project Boundary

USE ZONING OBJECTIVES

Zone Z1	To protect, provide and improve residential amenities
Zone Z2	To protect and/or improve the amenities of residential conservation areas
Zone Z3	To provide for and improve neighbourhood facilities
Zone Z4	To provide for and improve mixed-services facilities
Zone Z5	To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity
Zone Z6	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation
Zone Z7	To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation
Zone Z8	To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective
Zone Z9	To preserve, provide and improve recreational amenity and open space and green networks
Zone Z10	To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas
Zone Z11	To protect and improve canal, coastal and river amenities
Zone Z12	To ensure that existing environmental amenities are protected in the predominantly residential future use of these lands
Zone Z14	To seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and "Z6" would be the predominant uses
Zone Z15	To protect and provide for institutional and community uses

Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
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JACOBS IDOM

Client: TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 9 Dublin City Council Development Plan 2022-2028 Zonings 1

Drawing Status: FINAL

Scale @ A3	1:15,000	DO NOT SCALE
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Drawing No.	Figure 9	Rev P02

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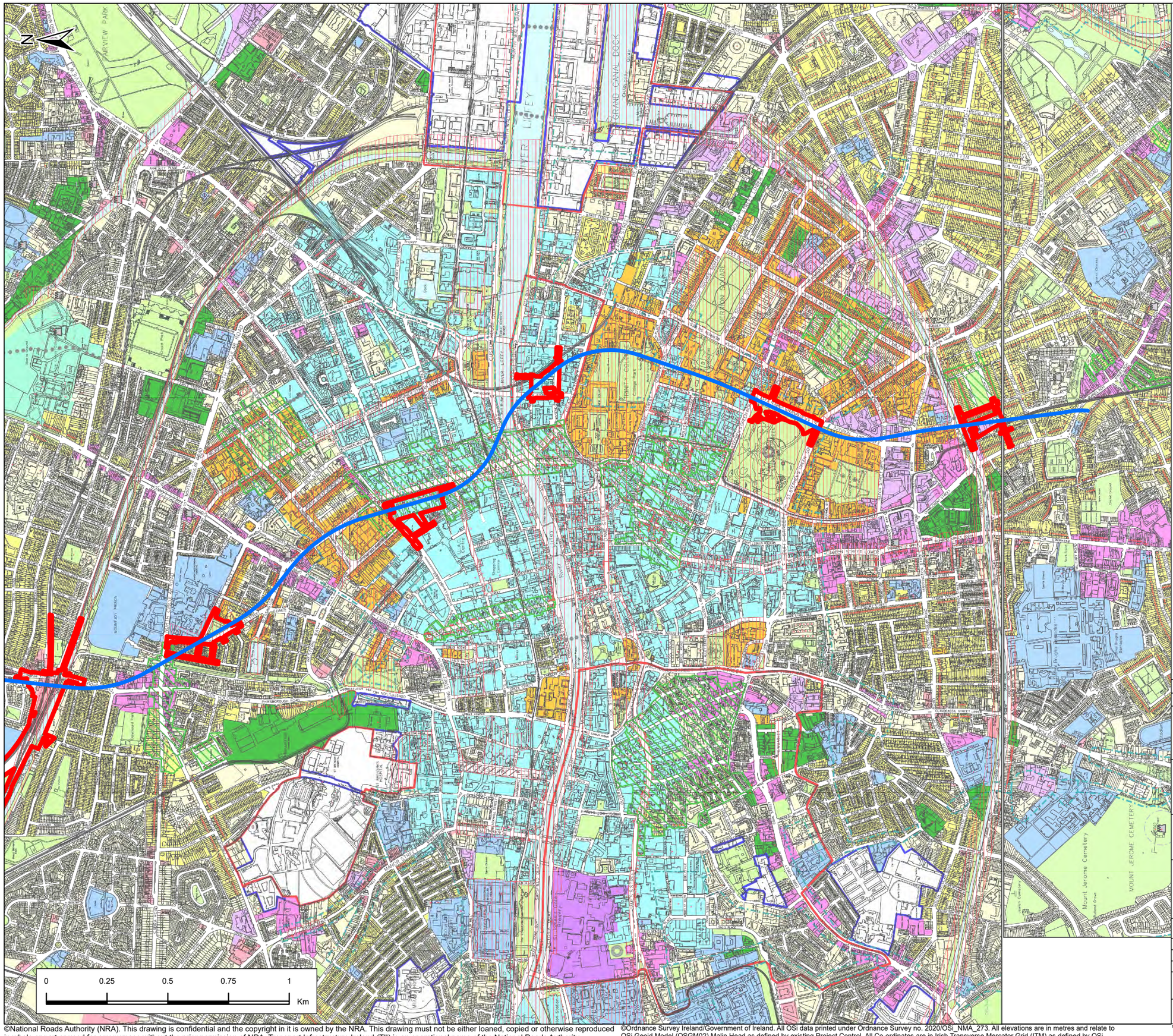

Legend

Alignment

Extent of Project Boundary

USE ZONING OBJECTIVES

Zone Z1	To protect, provide and improve residential amenities
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Zone Z6	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation
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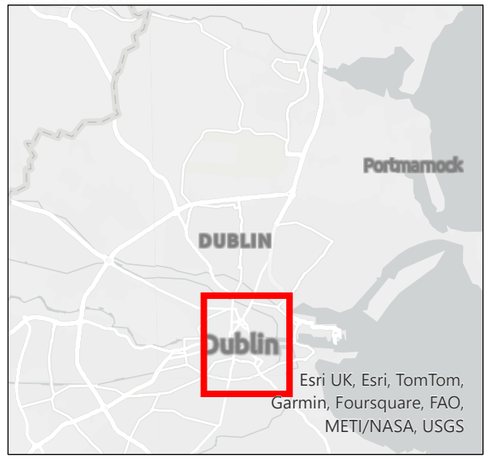
Zone Z11	To protect and improve canal, coastal and river amenities
Zone Z12	To ensure that existing environmental amenities are protected in the predominantly residential future use of these lands
Zone Z14	To seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and "Z6" would be the predominant uses
Zone Z15	To protect and provide for institutional and community uses



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Client: TII Bonneagar Iompair Eireann Transport Infrastructure Ireland

Project: METROLINK

Drawing Title: Figure 10 Dublin City Council Development Plan 2022-2028 Zonings 2

Drawing Status: FINAL

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