

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

**Sub Appendix 1**  
Local Policy

---

## Contents

<b>Sub Appendix 1: Local Policy</b> .....	<b>1</b>
<b>1. Fingal County Council (FCC)</b> .....	<b>2</b>
1.1 Fingal County Council Development Plan Policies and Objectives .....	2
1.2 Zoning Objectives .....	13
<b>2. Dublin City Council (DCC)</b> .....	<b>14</b>
2.1 Dublin City Council Development Plan Policies and Objectives .....	14
2.2 Zoning Objectives .....	25

## **Sub Appendix 1: Local Policy**

# 1. Fingal County Council (FCC)

## 1.1 Fingal County Council Development Plan Policies and Objectives

**Table 1.1: Fingal County Council Development Plan 2017-2023 Policies and Objectives (FCC 2017)**

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
1.4	Strategic Vision	Overarching Policy	<i>‘Consolidate urban areas to provide a vibrant, attractive environment for living and working, facilitating efficient movement by sustainable modes of transport throughout the County.’</i>	The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.  Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
1.4	Strategic Vision	Overarching Policy	<i>‘Promote active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation.’</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable form of transport. It enhances active travel networks along the scheme by the extension and segregation of high quality cycles lanes reducing the dependency on private car use.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
1.6	Strategic Policy	No. 15	<i>‘Seek the development of a high quality public transport system throughout the County and linking to adjoining counties, including the development of the indicative route for New Metro North and Light Rail Corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBCs) and Bus Rapid Transit (BRT) systems, together with enhanced facilities for walking and cycling.’</i>	The Proposed Scheme aligns with the objective as it will enhance interchanges 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. The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.

				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
1.6	Strategic Policy	16	<i>'Promote, improve and develop a well-connected national, regional and local road and public transport infrastructure system, geared to meet the needs of the County and the Region, and providing for all road users, prioritising walking, cycling and public transport.'</i>	The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting the county and region. The Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
1.6	Strategic Policy	22	<i>'Minimise the County's contribution to climate change, and adapt to the effects of climate change, with particular reference to the areas of land use, energy, transport, water resources, flooding, waste management and biodiversity, and maximising the provision of green infrastructure including the provision of trees and soft landscaping solutions.'</i>	The Proposed Scheme aligns with the objective as it has been designed to tackle the challenges of climate change by making public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.
2.7	Settlement Strategy	Objective SS12	<i>'Promote the Metropolitan Consolidation Towns of Swords and Blanchardstown as Fingal's primary growth centres for residential development in line with the County's Settlement Hierarchy.'</i>	The Proposed Scheme will facilitate the sustainable growth in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable, and more efficient bus service for everyone. The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's Road network and as a consequence will help to achieve greater land use

				<p>densities that will promote compact growth.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
2.7	Settlement Strategy	Objective SS13	<i>'Facilitate the provision of sufficient employment, retail, community and cultural facilities to serve the growing residential communities of Swords and Blanchardstown.'</i>	<p>The Proposed Scheme aligns with the objective as it will service the current and future transport needs of Dublin. Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
2.7	Settlement Strategy	Objective SS14	<i>'Promote the continued sustainable development of Swords and Blanchardstown as core economic areas for enterprise in partnership with relevant State agencies.'</i>	<p>The Proposed Scheme aligns with the objective as it will service the current and future transport needs of Dublin. Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures. The BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.2	Sustainable Communities – Sustainable Placemaking	Objective PM01	<i>'Support the development of sustainable low-carbon climate resilient communities.'</i>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities. These high-quality cycle tracks will be typically 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys.</p>

				<p>The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.</p>
3.2	Sustainable Communities – Urban Framework Plans	Objective PM16	<i>‘Consider the long term Masterplans prepared for the town centres of Swords and Blanchardstown to inform and guide development in these areas.’</i>	<p>It is an objective of the Blanchardstown Masterplan to provide bus, walking and cycling priority measures. The Proposed Scheme is fully compliant as it will provide the infrastructure required for an enhanced sustainable transport network.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
3.5	Open Space	Objective PM64	<i>‘Protect, preserve and ensure the effective management of trees and groups of trees.’</i>	<p>The Proposed Scheme aligns with the objective as the landscape design for the Proposed Scheme includes proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, both as mitigation for loss of trees as well as to enhance ecological value along the route. Wherever possible trees will be retained along the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4	Blanchardstown	Objective 2	<i>‘Prepare an Urban Framework Plan for Blanchardstown Town Centre to guide and inform future development. This will include improvements to the urban fabric of the Town through the integration of public transport facilities and road corridors with increased density development and innovative building formats which will have regard to changing retail patterns, the potential for high technology employment growth and the changing education,</i>	<p>The Proposed Scheme will provide the infrastructure necessary to enhance a sustainable transport network which will promote the objectives of the Urban Framework Plan of Blanchardstown.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

			<i>community and recreational needs of the Town's diverse population.'</i>	
4	Blanchardstown	Objective 9	<i>'Promote the pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre.'</i>	The Proposed Scheme aligns with the objective as it will improve pedestrian and cyclist facilities along the route.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.1	Movement and Infrastructure	Objective MT01	<i>'Support National and Regional transport policies as they apply to Fingal. In particular, the Council supports the Government's commitment to the proposed new Metro North and DART expansion included in Building on Recovery: Infrastructure and Capital Investment 2016-2021. The Council also supports the implementation of sustainable transport solutions.'</i>	The Proposed Scheme aligns with the objective as the traffic and transport assessment has considered the National and Regional Transport Policies as they apply to Fingal. It will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.1	Movement and Infrastructure	Objective MT02	<i>'Support the recommendations of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to facilitate the future sustainable growth of Fingal.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme delivers the implementation of major public transport projects identified within the GDA transport strategy as part of the BusConnects Core Bus Network.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.1	Movement and Infrastructure	Objective MT03	<i>'Implement Smarter Travel – A Sustainable Travel Future policy and work to achieve the Key Goals set out in this policy'</i>	The Proposed Scheme will support the objectives in the NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.



				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.1	Movement and Infrastructure	Objective M013	<i>'Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.'</i>	<p>The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT14	<i>'The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.'</i>	<p>There are four primary cycle routes identified running along or are intercepted by the Proposed Scheme (Cycle Routes 4, 4B, 4D and 5), while there are a number of secondary cycle routes along the Proposed Scheme (Cycle Routes 4A, 2C, C8, NO1 and NO5). The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle infrastructure. It has taken cognisance of the NTA Cycle Network Plan in formulating the designs.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT17	<i>'Improve pedestrian and cycle connectivity to schools and third level colleges and identify and minimise barriers to children walking and cycling to primary and secondary schools.'</i>	<p>The Proposed Scheme will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed</p>

				<p>Scheme through supporting improved transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT19	<p><i>'Design roads and promote the design of roads, including cycle infrastructure, in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the National Cycle Manual.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT22	<p><i>'Improve pedestrian and cycle connectivity to stations and other public transport interchanges'</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT28	<p><i>'Facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County'</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

7.1	Movement and Infrastructure	Objective MT33	<i>'Facilitate and promote the enhancement of bus services through bus priority measures including bus lanes and bus gates. Support the NTA in the implementation of Bus Rapid Transit from Blanchardstown to Belfield and from Swords to Merrion Square, subject to detailed design.'</i>	<p>The Proposed Scheme is a bus rapid transit scheme. It aligns with the objective as it will enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT34	<i>'Work with public transport providers and State agencies to create bus connectivity between Dublin 15 and Dublin Airport/Swords.'</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport, for example.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective DA23	<i>'Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.3	Green Infrastructure – A Strategy for Fingal	Objective GI16	<i>'Set targets in the Green Infrastructure Strategy for the provision of different green infrastructure elements in urban areas, such as trees in urban areas and green roofs in town centres, so that a net gain in green infrastructure is achieved over the lifetime of this Development Plan.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed</p>

				Scheme Description) in Volume 2 of the EIAR for further details.
9.2	Natural Heritage	Objective NH27	<i>'Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.'</i>	During the Construction Phase it is not possible to mitigate completely for the impact of the removal of mature trees to facilitate works. The Proposed Scheme includes for additional tree and other planting where possible along the Proposed Scheme.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.4	Natural Heritage	Objective NH32	<i>'Support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the National Landscape Strategy 2015-2025.'</i>	The Proposed Scheme aligns with the objective as the European Landscape Convention has been considered as part of the scheme.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.4	Natural Heritage	Objective NH33	<i>'Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.'</i>	The Proposed Scheme provides for improvements in the public realm, which will provide positive long-term effects for the townscape and visual character in areas.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.4	Natural Heritage	Objective NH34	<i>'Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.'</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context to make them seamless interventions in local settings.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.4	Natural Heritage	Objective NH36	<i>'Ensure that new development does not impinge in any significant way on the character, integrity and distinctiveness of highly sensitive areas and does not detract from the scenic value of the area. New development in highly sensitive areas shall not be permitted if it:</i>	During the Construction Phase it is not possible to mitigate completely for the impact of the removal of mature trees to facilitate works. The Proposed Scheme includes for additional tree and other planting where possible along the Proposed Scheme.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4

			<ul style="list-style-type: none"> <li>• <i>Causes unacceptable visual harm</i></li> <li>• <i>Introduces incongruous landscape elements</i></li> <li>• <i>Causes the disturbance or loss of (i) landscape elements that contribute to local distinctiveness, (ii) historic elements that contribute significantly to landscape character and quality such as field or road patterns, (iii) vegetation which is a characteristic of that landscape type and (iv) the visual condition of landscape elements.'</i></li> </ul>	(Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.4	Natural Heritage	Objective NH37	<i>'Ensure that new development meets high standards of siting and design.'</i>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10	Cultural Heritage	Objective CH20	<i>'Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure'</i>	<p>The Proposed Scheme aligns with the policy as it was designed to reflect the local character, setting and context in order to make them seamless interventions in local settings. Once the mitigation measures have been applied, there will be no significant residual impact on the architectural heritage resource as a result of the Construction and Operational Phases of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.</p>
10	Cultural Heritage	Objective CH22	<i>'Encourage the sympathetic and appropriate reuse, rehabilitation and retention of Protected Structures and their grounds including public access seeking that the Protected Structure is conserved to a high standard, and the special interest, character and</i>	<p>The Proposed Scheme aligns with the objective as it has included sympathetic and appropriate mitigation measures to any impacted Protected Structures or grounds along the scheme. Once the mitigation measures have been applied, there will be no significant residual impact</p>

			<p><i>setting of the building preserved. In certain cases the relaxation of site zoning restrictions may be considered in order to secure the preservation and conservation of the Protected Structure where the use proposed is compatible with the existing structure and this will only be permitted where the development is consistent with conservation policies and the proper planning and sustainable development of the area'</i></p>	<p>on the architectural heritage resource as a result of the Construction and Operational Phases of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.</p>
10	Cultural Heritage	Objective CH25	<p><i>'Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.'</i></p>	<p>Once the mitigation measures have been applied, there will be no significant residual impact on the architectural heritage resource as a result of the Construction and Operational Phases of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.</p>
10	Cultural Heritage	Objective CH26	<p><i>'Prevent the demolition or inappropriate alteration of Protected Structures.'</i></p>	<p>Once the mitigation measures have been applied, there will be no significant residual impact on the architectural heritage resource as a result of the Construction and Operational Phases of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.</p>
10	Cultural Heritage	Objective CH27	<p><i>'Demonstrate best practice in relation to the management, care and maintenance of Protected Structures by continuing the programme of commissioning Conservation Plans for the principal heritage properties in the Council's ownership and implementing the policies and actions of these Conservation Plans where they already exist.'</i></p>	<p>The Proposed Scheme aligns with this objective as it has followed the best practice guidelines relating to cultural heritage and protected structures.</p> <p>Once the mitigation measures have been applied, there will be no significant residual impact on the architectural heritage resource as a result of the Construction and Operational Phases of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.</p>

12	Development Management Standards	Objective DMS82	<i>'Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.'</i>	<p>The Proposed Scheme aligns with the objective as the landscape design for the Proposed Scheme includes proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, both as mitigation for loss of trees as well as to enhance ecological value along the route. Wherever possible trees will be retained along the Proposed Scheme. Tree pits have been included as part of the design.</p> <p>Refer to Chapter 17 Landscape (Townscape) &amp; Visual Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
----	----------------------------------	-----------------	--	---

## 1.2 Zoning Objectives

Table 1.2 includes those zoning objectives primarily encountered along the route of the Proposed Scheme.

**Table 1.2: Fingal County Council Zoning Objectives**

Zoning Objective	Objective
HA – High Amenity	<i>To protect and enhance high amenity areas.</i>
MC – Major Town Centre	<i>To protect, provide for and/ or improve major town centre facilities</i>
RS – Residential	<i>To provide for residential development and protect and improve residential amenity</i>
OS – Open Space	<i>To preserve and provide for open space and recreational amenities</i>
HT – High Technology	<i>To provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment</i>



## 2. Dublin City Council (DCC)

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

Table 2.1: DCC Development Plan 2016-2022 Policies and Objectives (DCC 2016)

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3.4	Addressing Climate Change Strategy	CC1	<i>'To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i>	The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3	Addressing Climate Change Strategy	CCO4	<i>'To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010–2020' and any replacement plan made during the term of this development plan.'</i>	The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019. The Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3	Addressing Climate Change – Dublin City Spatial Energy Demand Analysis (SEDA)	CCO5	<i>'To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.'</i>	The Proposed Scheme aligns with the objective as it is providing the infrastructure necessary to facilitate sustainable transport.  Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.1.1	Approach to the Inner City	SC3	<i>'To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.'</i>	The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route,



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				<p>improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.3.1	Shape and Structure of the City – Urban Density	SC13	<p><i>‘To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote higher density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	City Economy and Enterprise - General	CEE4	<p><i>‘It is the policy of Dublin City Council: To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</i></p> <p><i>To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.</i></p> <p><i>To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin’s employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MT1	<p><i>‘To support the sustainability principles set out in the following documents:</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the Proposed</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			<ul style="list-style-type: none"> <li>• <i>The National Spatial Strategy / National Planning Framework;</i></li> <li>• <i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i></li> <li>• <i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i></li> <li>• <i>Regional Planning Guidelines for the Greater Dublin Area;</i></li> <li>• <i>Design Manual for Urban Roads and Streets (DMURS); and</i></li> <li>• <i>National Cycling Policy Framework and National Cycle Manual.</i></li> </ul> <p><i>Also, to ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region.'</i></p>	<p>Scheme has considered the sustainability principles as set out in the various policy documents. The Proposed Scheme is largely on public roads, pavement and urban realm areas which are not currently zoned. Temporary works which will take place in zoned land will not affect the long-term zoning objective of the land.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Movement and Transport – Promoting Modal Change and Active Travel	MT2	<p><i>'It is the policy of Dublin City Council whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p>BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT3	<p><i>'To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				<p>services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT4	<i>‘To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.’</i>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT5	<i>‘To work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT6	<i>‘To work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will enhance the interchange between the various modes of public transport operating in the</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				<p>city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3.	Movement and Transport – Public Transport	MTO2	<p><i>‘To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored’</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO4	<p><i>‘To support improvements to the city’s bus network and related services to encourage greater usage of public transport in accordance with the objectives of the NTA’s strategy and the government’s ‘Smarter Travel’ document.’</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will support the objectives in the NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO5	<p><i>To facilitate and support measures proposed by transport agencies to enhance capacity on existing public</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			<i>transport lines and services, to provide/improve interchange facilities and provide new infrastructure...</i>	Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT7	<i>'To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the NTA Cycle Network Plan and National Cycle Manual.  The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle tracks help to reduce dependency on private car use for short journeys.  The design of each junction has given priority to pedestrian, cycle, and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT11	<i>'To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority's document 'Permeability – a best practice guide'. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the Permeability best practice guide as part of the project.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.1	Movement and Transport – Cycling	MTO8	<i>'To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce's 'Green Schools' initiative and the NTAs Smarter Travel Unit, to promote active travel in</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			<i>schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits.'</i>	the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.1	Movement and Transport – Cycling	MTO10	<i>'To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.'</i>	The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m in width offering a high level of service.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.2	Movement and Transport – Walking	MTO18	<i>'To develop a high-quality pedestrian environment at new public transport interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.7	Road and Bridge Improvements	MT20	<i>To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services will promote an efficient, reliable, and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions. Environmental and conservation considerations have been assessed as part of the EIA process of the Proposed Scheme.  Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
9.5.4	Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)	SIO14	<i>'To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network'</i>	The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.  Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Light Pollution	SI27	<i>'To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets, and highways, i.e. use of low-level bollard lighting along cycle paths.'</i>	The Proposed Scheme aligns with the objective as it provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme.  Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.3	Green Infrastructure, Open Space & Recreation – Parks and Open Spaces	GI10	<i>'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.'</i>	The Proposed Scheme aligns with the policy objective as additional landscaping and outdoor amenities will be provided to improve the local urban realm.  Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10	Green Infrastructure, Open Space & Recreation - Trees	GI30	<i>'To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.  Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
19.5.1	Green Infrastructure	G104	<i>'To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.'</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.7	Trees	G1025	<i>'To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/ special trees within the city based on their contribution to amenity or the environment'</i>	<p>There are no Tree Preservation Orders along the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.7	Green Infrastructure, Open Space & Recreation – Trees	G1028	<i>'To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which, a tree is to be planted and planting appropriate tree species for the location.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.1.5	Built Heritage and Culture – Built Heritage	CHC1	<i>'To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.'</i>	<p>The Proposed Scheme provides for improvements in the public realm, which will provide positive long-term effects for the townscape and visual character in areas.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
11.1.5.14	Built Heritage and Culture – Monument Protection	CHC9	<p><i>‘To protect and preserve National Monuments. ‘</i></p> <p><i>‘1. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of the re-use of buildings, light buildings, foundation design or the omission of basements in the Zones of Archaeological Interest.</i></p> <p><i>2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to ‘preservation by record’ according to best practice in advance of re-development.</i></p> <p><i>3. That sites within Zones of Archaeological Interest will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</i></p> <p><i>4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.</i></p> <p><i>5. To preserve known burial grounds and disused historic graveyards, where appropriate, to ensure that human remain are re-interred, except where otherwise agreed with the National Museum of Ireland.</i></p> <p><i>6. That in evaluating proposals for development in the vicinity of the surviving sections of the city wall that due recognition be given to their national significance and their special character.</i></p> <p><i>7. To have regard to the Shipwreck inventory maintained by the DAHG. Proposed developments that may have potential to impact on riverine, inter-tidal and sub-tidal environments shall be subject to an underwater archaeological assessment in advance of works.</i></p> <p><i>8. To have regard to DAHG policy documents and guidelines relating to archaeology.’</i></p>	<p>The Proposed Scheme aligns with the objective as all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase, through one or more of the following:</p> <ul style="list-style-type: none"> <li>• Preservation by record (archaeological excavation);</li> <li>• Preservation in situ;</li> <li>• Preservation by design; and</li> <li>• Archaeological monitoring.</li> </ul> <p>Refer to Chapter 15 (Archaeological &amp; Cultural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.1.5.14	Built Heritage and Culture – Monument Protection	CHCO10	<p><i>‘It is the objective of Dublin City Council to</i></p> <p><i>1. To implement the archaeological actions of the Dublin City Heritage Plan 2002–2006 in light of the Dublin City Heritage Plan Review 2012.</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Dublin City Industrial Heritage Record as part of the EIA assessments. The assessment has been carried out according to best practice and guidelines relating to</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			<p>6. To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this chapter.</p> <p>8. To promote archaeological best practice in Dublin city.'</p>	<p>archaeological and architectural heritage assessment, and in the context of similar large-scale infrastructural projects.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
12.5.1	A Good Urban Neighbourhood	SN1	<p>'To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.'</p>	<p>The Proposed Scheme aligns with the objective as one of the primary objectives of the Proposed Scheme is the provision of necessary bus, cycle, and walking infrastructure enhancements which will link communities along the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.9	Movement and Transport	MTO45	<p>'To implement best practice in road design as contained in statutory guidance and in the DMURS (the use of which is mandatory) with a focus on place-making and permeability (for example, by avoiding long walls alongside roads) in order to create street layouts that are suited to all users, including pedestrians and cyclists.'</p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic &amp; Transport) of the Proposed Scheme has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				Volume 2 of the EIAR for further details.
9.5.8	Sustainable Environmental Infrastructure	SIO29:	<i>'To take cognisance of the Dublin Agglomeration Environmental Noise Action Plan 2013–2018 during the development and implementation of any policies for the city and before any major planning developments commence within Dublin.'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered.  Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

## 2.2 Zoning Objectives

Table 2.2 includes those zoning objectives primarily encountered along the route of the Proposed Scheme.

**Table 2.2: DCC Zoning Objectives**

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>	<i>The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides good access to employment, the city centre and the key district centres.</i>
Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>	<i>These are areas that provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood and range from the traditional parade of shops to neighbourhood centres. They may be anchored by a supermarket type development of between 1,000 sqm and 2,500 sqm of net retail floorspace. They can form a focal point for a neighbourhood and provide a limited range of services to the local population within 5 minutes walking distance. Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where necessary. Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level. When opportunities arise, accessibility should be enhanced.</i>
Z4 – District Centres (incorporating Key District Centres)	<i>To provide for and improve mixed-services facilities.</i>	<i>District centres, which include urban villages, provide a far higher level of services than neighbourhood centres. They have outlets of greater size selling goods or providing services of a higher order, and their catchment area extends spatially to a far greater area than that of neighbourhood centres (see Chapter 7 and Appendix 3 for details of policies, standards and the retail strategy). As the top tier of the urban centres outside the city centre,</i>

Zoning Objective	Objective	Summary Descriptive Text
		<i>key district centres have been identified which will provide a comprehensive range of commercial and community services. These centres often attract large volumes of traffic and should, therefore, be well served by public transport.</i>
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.</i>	<i>The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development (see also Chapters 6, 7, and 16 for policies, objectives and standards). 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. As a balance and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation (see Chapter 16, Section 16.36 – Noise).</i>
Z6 – Employment/Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>	<i>It is considered that 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 region.</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised. In highly exceptional circumstances, in order to serve the long term retention and consolidation of the sporting facility in a locality and to secure the primary sporting land use on the site, some limited once off development is open to consideration.</i>
Z15 – Institutional and Community	<i>To protect and provide for institutional and community uses.</i>	<i>These generally large blocks of land, consisting of buildings and associated open spaces, are located mainly in the suburbs. The present uses on the lands generally include community related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of buildings. They often provide ancillary and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.</i>