The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated, rounded shapes. On the right edge, there are circular cutouts. The overall style is modern and clean.

Appendix A2.1 Planning Report

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Appendices

Appendix 1 – Local Policy
Appendix 2 – Planning History

Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
BRT	Bus Rapid Transit
BWD	Bathing Water Directive
CAP	Climate Action Plan
CBC	Core Bus Corridor
CEMP	Construction Environmental Management Plan
CDRWMP	Construction and Demolition Resource and Waste Management Plan
DAA	Dublin Airport Authority
DAU	Development Applications Unit
DCC	Dublin City Council
DCCAE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCU	Dublin City University
DCHG	Department of Cultural, Heritage and the Gaeltacht
DoT	Department of Transport
DTTAS	Department of Transport, Tourism and Sport
EC	European Commission
EGD	European Green Deal
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EU	European Union
FCC	Fingal County Council
FDP	Fingal Development Plan
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GDATS	Greater Dublin Area Transport Strategy
GHG	Greenhouse Gas Emissions
GEP	Good Ecological Potential
GES	Good Ecological Status
HSE	Health Service Executive
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEIP	Local Environmental Improvement Plan
LEV's	Low Emission Vehicles
MASP	Metropolitan Area Strategic Plan
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NIFTI	National Investment Framework for Transport in Ireland
NDP	National Development Plan
NIS	Natura Impact Statement
NO ₂	Nitrogen Dioxide
NPF	National Planning Framework

Acronym	Meaning
NPO	National Policy Objective
NPWS	National Park and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
NTS	Non-Technical Summary
OPW	Office of Public Works
OS	Open Space
PR	Planning Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial Economic Strategy
RSO	Regional Strategic Outcome
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SFILT	Strategic Framework for Investment in Land Transport
TEN-T	Trans European Transport Network
TUD	Technological University Dublin
TII	Transport Infrastructure Ireland
µg/m ³	Micrograms per me
UN	United Nations
WFD	Water Framework Directive
ZAP	Zone of Archaeological Potential

1. Introduction

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

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

The Proposed Scheme is one of 12 stand-alone Core Bus Corridor (CBC) Schemes to be delivered under the BusConnects Dublin - Core Bus Corridor Infrastructure Works (hereafter called the CBC Infrastructure Works). The CBC Infrastructure Works, once completed, will deliver the radial CBCs identified in the Core Bus Network contained in the National Transport Authority's (NTA's) Transport Strategy for the Greater Dublin Area 2016 – 2035 (hereafter referred to as the GDA Transport Strategy) (NTA 2016).

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

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme will be approximately 11km (kilometres) in length and will be comprised of two main alignments in terms of the route it will follow, from Ballymun to the City Centre (the Ballymun Section) and from Finglas to Phibsborough (the Finglas Section). The Proposed Scheme will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4. The Ballymun Section of the Proposed Scheme will be routed along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and R132 Church Street as far as R148 Arran Quay at the River Liffey on the western edge of Dublin City Centre. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions, where feasible, with alternative measures proposed at particularly constrained locations such as at R108 St. Mobhi Road. A complementary cycle route along quiet streets is proposed along Royal Canal Bank in Phibsborough, which will extend southwards from the Royal Canal to Western Way, parallel a short distance to the east of R108 Phibsborough Road, and also through the Markets Area at the southern end of the Proposed Scheme.

The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough, where it will join the Ballymun Section of the Proposed Scheme. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. No cycle tracks are proposed along the Finglas Bypass at the northern end of the Proposed Scheme, where more suitable routes are available along local streets.

Pedestrian facilities will be upgraded, and additional signalised crossings will also be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian's experience. Examples of this include the proposed works at Glasnevin Village, Broadstone Pocket Park and the entrance to Clearwater Shopping Centre. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing and all future services which will use the corridor.

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

1.2 CBC Infrastructure Works Background

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

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

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

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

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

1.3 Overview for the Need for the Proposed Scheme

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

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

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure. Effective and reliable bus priority depends on a combination of continuous bus lanes and signal control priority at pinch-points and junctions. The Proposed Scheme will be approximately 11km long and currently, bus lanes are available for approximately 47% and 51% of the route outbound and inbound respectively, with no signal control priority for buses. Cyclists must typically share space in bus lanes or general traffic lanes with only 4km and 3.5km of the existing outbound and inbound route providing segregated cycle tracks, respectively. Furthermore, there are key sections of the current bus lanes that are not operational on a 24-hour basis in addition to being shared with both formal and informal parking facilities and cyclists which compromises the reliability and effectiveness of the bus services in these areas.

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

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed because it will provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movements over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

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

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

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

1.3.1 The Bus Network

To inform the preparation of the GDA Transport Strategy (NTA 2016), the NTA prepared the Core Bus Network Report (NTA 2015a) for the Dublin Metropolitan Area, which identified those routes upon which there will be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

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

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

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

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

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

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

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

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

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

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

There are three main bus corridors in the north central Dublin area linking the outer suburbs of Swords, Ballymun and Finglas to the City Centre. The latter two corridors from Ballymun and Finglas are included in this Proposed Scheme.

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

There is a moderate level of bus priority provision of up to 49% of the length along the Proposed Scheme. At one key location along the corridor the existing bus lane is shared with parking / loading facilities at the off-peak period. Buses and cyclists share combined cycle / bus lanes along parts of the route where no segregated cycling infrastructure is available.

The final resulting Core Bus Network identified and presented in the GDA Transport Strategy represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.

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

1.3.2 The Cycle Network

The Greater Dublin Area Cycle Network Plan (hereafter referred to as the GDACNP) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. The GDACNP forms the strategy for the implementation of a high quality, integrated cycle network as set out in the GDA Transport Strategy (NTA 2016). This further discussed in Section 3.6.5.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either on-street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation, and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP found that typically the cycle lanes achieve a QoS score of C or D in the DCC area (QoS scores are assigned on a five-point scale from A+ to D). More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR. It is noted that since the production of the GDACNP, several interventions have taken place, both permanent and temporary. In the case of the existing environment however, only 60% of the route is currently providing segregated cycle tracks.

The GDACNP proposes a network of cycle links throughout the GDA, categorised as follows:

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

There are three primary radial cycle routes and one primary orbital cycle route identified running along or parallel to the majority of the Proposed Scheme, including:

- Radial Cycle Route 3 along the Proposed Scheme corridor with branches 3A and 3B from Phibsborough northward to Ballymun and Finglas, respectively;
- Radial Cycle Route 5 along the River Liffey at the southern end of the Proposed Scheme;
- Radial Cycle Route 4 from the Navan Road across the Grangegorman campus of Technological University Dublin to Broadstone; and
- Primary Orbital Cycle Route N04 along R103 Collins Avenue.

There are three secondary orbital cycle routes identified running along or parallel to the Proposed Scheme, including:

- Primary Orbital Cycle Route N01 / Cross-City Route C8 at R101 North Circular Road;
- Primary Orbital Cycle Route N03 at R102 Griffith Avenue; and
- Primary Orbital Cycle Route N04 at R104 Santry Avenue.

In addition, the National Cycle Route N2 (Royal Canal Greenway) from Galway to Dublin will connect to the Proposed Scheme at the Royal Canal in Phibsborough, the N02 Cycle Route (River Tolka Greenway) will connect

to the Proposed Scheme at R108 St. Mobhi Road and the River Santry Greenway will connect to the Proposed Scheme at Northwood.

It is noted that the Draft Greater Dublin Area Cycle Network Plan 2021 (NTA 2021b) has been published for consultation, as part of the review of the GDA Transport Strategy and this has been considered at Section 3.6.6.

1.3.3 Infrastructure Works

1.3.3.1 The Core Bus Network Development

Section 5.5.4 of the GDA Transport Strategy states that:

'A number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.'

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

Within the part of the GDA where the Proposed Scheme is located, as part of the Core Bus Network development process and options assessed (refer also to Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR, the need to connect Ballymun and Finglas to the City Centre was identified.

The Proposed Scheme connecting Ballymun / Finglas to the City Centre serves significant public transport demand between these locations.

1.3.3.2 The Local Transport Need

The local transport need supporting the Proposed Scheme is summarised in this Section, with the existing baseline transport environment presented in further detail in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.

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

Table 1.1: Current Bus Journey Time Standard Deviation (Minutes)

Section	AM Peak Inbound	PM Peak Inbound	AM Peak Outbound	PM Peak Outbound
Ballymun Section	7.48	10.17	10.16	11.09
Finglas Section	9.68	7.73	7.15	8.72

The AVL data indicates that current bus journey times have a standard deviation of approximately 11 minutes along the Ballymun Section and approximately 9 minutes on the Finglas Section of the Proposed Scheme, and with any further increases in traffic levels, these issues are expected to be exacerbated. In addition to impacting on bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps in the timetable. Aligned to this, the remaining sections of un-prioritised bus network can lead to clustering of buses which, in turn, means stops can become overcrowded, creating delays in boarding and alighting and the imbalanced use of bus capacity.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 47% (outbound) and 51% (citybound), cumulatively equating to approximately 49% of the length of the route. The Proposed Scheme will facilitate 100% bus priority and complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for buses, enhance their reliability and provide resilience to congestion.

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

- DART stations;
- Existing Dublin Bus and other bus services;
- The GDACNP (NTA 2013);
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the ongoing roll out of Dublin Bus Network Redesign as part of BusConnects.

The Proposed Scheme will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4. The Ballymun Section of the Proposed Scheme will be routed along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill, and R132 Church Street, as far as R148 Arran Quay at the River Liffey on the western edge of Dublin City Centre. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions, where feasible, with alternative measures proposed at particularly constrained locations such as at R108 St. Mobhi Road. A complementary cycle route is proposed along the Royal Canal Bank in Phibsborough.

The Finglas Section of the Proposed Scheme will commence on R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along R135 Finglas Road as far as Hart's Corner in Phibsborough, where it will join the Ballymun Section of the Proposed Scheme. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. No cycle tracks are proposed along the Finglas Bypass at the northern end of the Proposed Scheme, where more suitable routes are available along local streets.

Segregated cycling facilities are currently provided along approximately 60% of the Proposed Scheme. The remaining extents have non-segregated cycle lanes or cyclists must cycle in the bus lanes where provided, with no provisions in some critical places such as on parts of the Hart's Corner traffic gyratory system. High-quality cycle facilities in the Proposed Scheme will increase to 93% consisting mainly of segregated cycle tracks in both directions and the remainder using quiet streets. Additional and improved crossing facilities for pedestrians and cyclists will be provided at all junctions and at numerous places in mid-block between junctions for better permeability generally.

The Ballymun Section and the Finglas Section corridors currently cater for the following bus routes (prior to implementation of the revised Bus Network):

- Route 4 from Harristown to Monkstown;
- Route 9 from Charlestown (Finglas) to Greenhills;
- Route 11 from Glasnevin to Sandyford Business District;
- Route 13 from Harristown to Grange Castle;
- Route 17a (orbital) from Blanchardstown to Kilbarrack;
- Route 40 / 40b / 40d from Charlestown (Finglas) to Liffey Valley Shopping Centre;
- Route 42d: Portmarnock to DCU,
- Route 70d: Dunboyne to DCU,
- Route 83 / 83a from Harristown to Kimmage;
- Route 104 (orbital) from Dublin City University to Clontarf;
- Route 140 from IKEA Ballymun via Finglas to Palmerstown;
- Route 155 from IKEA Ballymun to Bray;
- Bus Éireann Route 103 from Dublin to Ratoath, Co. Meath;
- Bus Éireann Route 109 from Dublin to Cavan; and
- Route 980 from Dublin to Carrickmacross, Co. Monaghan.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the E-Spine and F-Spine bus services. Image 2.6 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR is an extract

from the new Dublin Area Bus Network Map (NTA 2020) and shows the E-Spine and F-Spine interfaces with the Proposed Scheme between Ballymun and Finglas and the City Centre, respectively. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and to facilitate the revised bus network (E-Spine and F-Spine) by providing journey time and reliability savings for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

1.4 Overview of the Benefits of the Proposed Scheme

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions. A typical double-deck bus takes up the same road space as three standard cars but typically carries 50 to 100 times the number of passengers. On average, a typical double-deck bus carries approximately 60 to 70 passengers, making the bus typically 20 times more efficient in providing people movement capacity within the equivalent spatial area of three cars. These efficiency gains can provide a significant reduction in road network congestion where the equivalent car capacity would require 50 or more vehicles based on average occupancy levels. Consequently, by prioritising the movement of buses over cars, significantly more people can be transported along the limited road space available. Similarly, cyclists and pedestrians require significantly less roadway space than general traffic users to move safely and efficiently along the route. Making space for improved pedestrian infrastructure and segregated cycle tracks can significantly benefit these sustainable modes and encourage greater use of these modes.

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e. walking, cycling and bus modes). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 22% in the number of people travelling by bus, an increase of 29% in people walking or cycling, and a reduction of 39% in the number of people travelling by car along the route of the Proposed Scheme.

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

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 60% of the route, outbound and inbound, respectively. This will increase to 100% in both directions (excluding the 0.8km section north of Mellows Road in Finglas, where there is no proposed cycle route). In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. The number of pedestrian signal crossings on main roads between junctions will increase from 18 to 44 in the Proposed Scheme. In addition, the pedestrian crossing facilities at 24 of the existing 36 junctions will be improved with additional and more direct crossings to enable more direct and convenient pedestrian movements. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking

infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy (NTA 2016). It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.

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

In the absence of the Proposed Scheme, bus services will operate in a more congested environment, leading to higher journey times for bus and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme will provide would significantly limit the potential to grow those modes into the future. In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape / urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.

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

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

2. Detailed Description of the Proposed Scheme

2.1 Ballymun Road from St. Margaret's Road to Griffith Avenue

This section of the Proposed Scheme will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4. This section of the Proposed Scheme will extend along R108 Ballymun Road to the junction with R102 Griffith Avenue.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in both directions. Segregated cycle tracks will be provided in both directions.

In this section there are 12 existing signal-controlled junctions, of which 11 are on the Ballymun Road dual carriageway, which are large in scale with long crossing distances for pedestrians. The Proposed Scheme will reduce the footprint of these junctions through narrower traffic lanes and tighter corners and through the removal of most left-turn slip lanes. This will provide more direct pedestrian crossings on all junction arms, where in some cases there may only be signal crossings on some but not all arms. Protected cycle tracks are proposed at each junction to maintain segregation from traffic to the greatest degree possible.

In Ballymun Town Centre, on Ballymun Main Street, the street layout will be altered from two general traffic lanes to one general traffic lane and one dedicated bus lane in each direction between the Shangan Road Junction and the Gateway Crescent Junction to provide permanent on-street parking at the commercial and civic premises along Ballymun Main Street. New street trees will be provided to improve the urban realm along Ballymun Main Street.

South of the R103 Collins Avenue Junction, the road layout in the northbound direction will be altered from two general traffic lanes to one general traffic lane and one dedicated bus lane on the western side of the carriageway north of the junction at St. Pappin Road to accommodate on-street parking spaces, which will serve frequent drop-off activity related to the Our Lady of Victories National School.

At the gyratory junction of R108 Ballymun Road / R102 Griffith Avenue / R108 St. Mobhi Road, the traffic system will be modified to divert southbound left-turn traffic on R108 St. Mobhi Road turning east onto R102 Griffith Avenue. This traffic will instead circulate around the western and southern arms of the triangular road system which will be modified to two-way movement on those arms. Likewise, eastbound traffic from the western section of R102 Griffith Avenue will continue directly along the southern side of the gyratory instead of diverting around the northern end of it. This arrangement will remove a significant traffic conflict at the corner of R108 St. Mobhi Road and R102 Griffith Avenue which will benefit buses and cyclists.

Segregated cycle tracks will be provided through the traffic gyratory, plus a two-way cycle track along R102 Griffith Avenue on the southern side to facilitate the cycle connection from Griffith Avenue West (where there is a primary school and sports ground) to R108 St. Mobhi Road, without the need for eastbound cyclists to cross the road twice.

2.2 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

This section of the Proposed Scheme will commence at the R108 St. Mobhi Road / R102 Griffith Avenue Junction and will extend for 1.5km to Hart's Corner north of Phibsborough, where it will meet the Finglas Section of the Proposed Scheme.

A northbound Bus Gate will be provided on R108 St. Mobhi Road at the southern arm of the junction with R102 Griffith Avenue to provide appropriate priority for bus services where no bus lane is provided in the northbound direction due to width constraints. Segregated cycling tracks will be provided on each side of the street generally, with a two-way cycle track section proposed on part of the eastern side of R108 St. Mobhi Road to cater for higher flow of pedestrians and cyclists accessing a cluster of schools and sports clubs on that side of the road. Northbound through-traffic will be diverted at Hart's Corner via R135 Finglas Road instead of R108 Botanic Road. This traffic may then traverse eastward at Old Finglas Road to re-join R108 Ballymun Road at R102 Griffith Avenue. A second local traffic diversion route will divert away from R108 St. Mobhi Road along Botanic Road, Glasnevin Hill, Old Finglas Road, Cremore Villas and R102 Griffith Avenue to re-join R108 Ballymun Road. To the west of R108 St. Mobhi Road, a short section of Ballymun Road Lower between Claremont Avenue and Church Avenue will be restricted to a one-way southbound general traffic lane where the road is too narrow for two-way traffic alongside on-street parking, which will be formalised to accommodate the parking needs of residents at houses without driveways.

An offline segregated two-way cycle track will be provided through the public open space on the southern side of St. Mobhi Drive along the north bank of the River Tolka. Eastbound traffic access to R108 St. Mobhi Road from St. Mobhi Drive will be prohibited to reduce traffic flows along this narrow residential street.

On R108 Botanic Road, south of the junction with R108 St. Mobhi Road, there is a narrow section of street where bus lanes cannot be accommodated. Instead, bus priority will be provided by signal controls at the upstream approaches to this section in both directions. Segregated cycle tracks will be provided on R108 Botanic Road as an upgrade of the existing advisory cycle lanes. Once R108 Botanic Road becomes wider at the former print-works, bus lanes will be provided in both directions.

In this section there are four traffic signal junctions. Protected cycle tracks are proposed at each junction to maintain segregation from traffic to the greatest degree possible.

2.3 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

This section of the Proposed Scheme will commence at the R108 Prospect Road / Lindsay Road Junction at the southern apex of Hart's Corner and will extend through Phibsborough over a length of 1.2km to the R135 Western Way Junction.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in both directions over most of the length, apart from three short sections (Prospect Road / Whitworth Road, Phibsborough Road (150m south of Doyle's Corner) and Phibsborough Road (50m north of Western Way) where signal controlled priority for buses will be provided.

A two-way segregated cycle track will be provided along the eastern side of R108 Prospect Road to the Royal Canal, where the cycle route will deviate a short distance eastwards to join the Royal Canal Bank, an infilled former canal branch, bypassing Phibsborough Village. The existing railway bridge on the Connolly railway line to the south of Lindsay Grove will be widened, and two new cycle / pedestrian bridges will be provided:

- One over the Docklands railway line adjacent to Whitworth Road; and
- One over the Royal Canal.

Heading southward from the Royal Canal, the cycle route will largely avail of the existing quiet street along Royal Canal Bank. The cycle route will pass around the eastern side of Phibsboro Library and will then cross underneath R101 North Circular Road, where a new bridge will be provided to enable the north to south cycle route to pass through without the climb and delay of a traffic signal crossing.

2.4 Constitution Hill and Church Street to Arran Quay

This section of the Proposed Scheme will commence at the R135 Western Way Junction and will extend along R108 Constitution Hill and R132 Church Street for 1km southwards to the R148 Arran Quay / Ormond Quay Junction at the River Liffey, which will be the end of the Proposed Scheme.

Priority for buses will be provided with dedicated bus lanes over most of this section, with three short gaps where Signal Controlled Priority will be provided instead at the following locations on Church Street Lower:

- Southbound from the junction of R804 King Street North to Mary's Lane for a length of 190m;
- Northbound from the junction at May Lane for a length of 60m; and
- Southbound from the junction at Chancery Street for a length of 50m.

Along R108 Constitution Hill, a two-way cycle track will be provided on the eastern side of the street to connect from R135 Western Way to Coleraine Street. An additional northbound cycle track will also be provided on the western side to connect to the Technological University Dublin campus at Grangegorman via Broadstone Gate. The main cycle route will follow quiet streets through the Markets Area from Coleraine Street to R148 Ormond Quay. Along Church Street Lower, short sections of cycle track will be provide at the three locations where there will be gaps in the bus lanes.

2.5 Finglas Road from St. Margaret's Road to Wellmount Road

This section of the Proposed Scheme will commence at the northern end at the junction of R135 Finglas Road with R104 St. Margaret's Road and will extend in a south-eastern direction along the Finglas Bypass dual carriageway over a length of 1.1km to the Wellmount Road Junction on the south-western edge of Finglas Village.

The Finglas Bypass is a segregated dual carriageway road that caters only for vehicular traffic until the grade-separated junction with Mellows Road on the western side of Finglas Village. There are no existing footpaths or cycle tracks along this northern 0.75km length of this section, and pedestrians and cyclists will continue to use the parallel local streets to the east and west of the Finglas Bypass. There are no existing pedestrian facilities at the roundabout junction of R135 Finglas Road and R104 St. Margaret's Road, with a footbridge that spans over

the dual carriageway road, 35m south of the roundabout. New bus stops will be provided on the Finglas Bypass dual carriageway, just south of the roundabout, to cater for the proposed F1 route bus services that will bypass Finglas Village. To provide access to these bus stops, new footpaths will be provided around the roundabout, with associated signal pedestrian crossings on all four arms of the junction.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in both directions. There is an existing southbound bus lane over the full length of this section, but the existing northbound bus lane ends at the northbound merge ramp from Mellowes Road which is 0.5km south of the northern end of the Proposed Scheme. In the Proposed Scheme, a northbound bus lane will be provided along the full length of this section through conversion of the existing left-hand traffic lane to a bus lane over a length of 0.5km. Bus lanes will also be provided on the southern slip ramps at the Mellowes Road grade-separated junction to cater for proposed bus route F2 that will serve the north-western area of Finglas.

2.6 Finglas Road from Wellmount Road to Ballyboggan Road

This section of the Proposed Scheme will extend along R135 Finglas Road from the Wellmount Road Junction to the Ballyboggan Road Junction, over a length of 1.6km.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in both directions.

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

2.7 Finglas Road from Ballyboggan Road to Hart's Corner

This section of the Proposed Scheme will extend along R135 Finglas Road for a distance of 1.5km to Hart's Corner where it will meet the Ballymun Section of the Proposed Scheme.

Priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in both directions. This will require road widening over a length of 330m in front of Glasnevin Cemetery at St. Vincent's School on the western side and at part of Bengal Terrace on the eastern side.

South of Claremont Lawns, alongside Glasnevin Cemetery, the existing on-street parking will be removed and replaced with a new parking facility with the same number of spaces, which will encroach into the open public space at Claremont Lawns.

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

Reaching Hart's Corner, the southbound traffic turns left into Prospect Way, which is the northern side of the one-way triangular gyratory traffic system at Hart's Corner. A two-way cycle track will be provided along the northern side of Prospect Way to connect to the proposed two-way cycle track along the eastern side of R108 Prospect Road, as described in the St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner section of the Proposed Scheme. This will allow cyclists to circulate around the northern and eastern sides of Hart's Corner, fully segregated from traffic.

3. Legislative, Planning and Development Context

3.1 Introduction

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

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

3.2 Legislative Context

3.2.1 The Roads Act

The Proposed Scheme is a 'proposed road development' as defined in Number 14 of 1993 - Roads Act, 1993 (as amended) (hereafter referred to as the Roads Act).

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

3.2.2 Requirement for Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

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

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

'(1)(a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.'

Under Article 8 of S.I. No. 119/1994 - Roads Regulations, 1994 (as amended) (hereafter referred to as the Roads Regulations), the prescribed types of road development for the purposes of section 50(1)(a)(iv) of the Roads Act are:

'(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.'

The Proposed Scheme meets the threshold as set out in Article 8 of the Roads Regulations as it includes the realignment and / or widening of an existing road so as to provide four or more lanes, where such realigned and / or widened road is more than 500 metres in length and is in an urban area. Therefore, an EIAR is mandatory in respect of the Proposed Scheme. Table 5.1 includes a summary of the EIAR assessment for the Proposed Scheme.

3.3 International Policy

3.3.1 United Nations 2030 Agenda

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



Image 3.1: The 17 SDGs (UN 2015)

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

Table 3.1: SDGs Relevant to the Proposed Scheme

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

3.3.1.1 Proposed Scheme Response

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

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

3.4 European Union Law and Policy

3.4.1 Sustainable and Smart Mobility Strategy 2020

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

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

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

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

3.4.1.1 Proposed Scheme Response

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

3.4.2 European Green Deal 2019

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

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

This Strategy has the objective of ‘accelerating the shift to sustainable and smart mobility’ and requires that, ‘[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas’. It is noted that pollution is concentrated the most in cities and that a combination of measures is needed which includes ‘improving public transport and promoting active modes of transport such as walking and cycling.’

3.4.2.1 Proposed Scheme Response

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

3.5 National Policy

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

3.5.1 Project Ireland 2040 - National Planning Framework (NPF)

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

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

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO1 Compact Growth <i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin through delivering transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will support enhancing the capacity of a sustainable transport network, and as a consequence will help to achieve greater land use densities that will encourage compact growth in compliance with the objectives of NSO1.</p>
<p>NSO2 Enhanced Regional Accessibility <i>'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.'</i></p>	<p>NSO2 recognises the importance of accessibility to Dublin for all regions and urban areas in Ireland. Dublin is clearly a vital artery in Ireland's transport network and the Proposed Scheme, in enhancing links to regional bus, rail and roads infrastructure, meets the objectives of NSO2.</p>
<p>NSO4 Sustainable Mobility <i>'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p>The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by</i></p>	<p>The Proposed Scheme is a high-quality development that will provide the infrastructure required to facilitate sustainable transport options which will service the transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p><i>supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness [sic] and enterprise growth.'</i></p>	<p>access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p>
<p>NSO6 High-Quality International Connectivity <i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport into Dublin City Centre allowing greater accessibility to onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p>NSO7 Enhanced Amenity and Heritage <i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public (urban) realm and landscape design where possible. Furthermore, built and natural heritage have been key considerations in the design of the Proposed Scheme in compliance with the objectives of NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society <i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements, is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities where possible. These high-quality cycle tracks will be typically 2m in width where practical, offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8.</p> <p>Furthermore, all drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance.</p>
<p>NSO9 Sustainable Management of Water, Waste and other Environmental Resources <i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The Proposed Scheme has taken into consideration the objectives of a circular economy and aims to re-use materials, where possible.</p> <p>Consideration has been given to the sustainability of material being sourced for the construction of the Proposed Scheme. Insofar as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally in order to reduce the amount of travelling required to transfer the material to the site.</p> <p>Construction materials will be managed on-site in such a way as to prevent over-ordering and waste.</p> <p>A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been developed and will be implemented (and updated as necessary) by the appointed contractor.</p> <p>In regard to water during the construction phase, the EIAR includes details on guidance documents and control measures for site clearance, construction compound, silty water runoff, storage of materials, working in-stream or in close proximity to watercourses, fuel storage, use of concrete and monitoring. Mitigation for the operational phase has been built into the design of the Proposed Scheme.</p> <p>The Proposed Scheme is compliant with the objectives of NSO9.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services <i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin's childcare, educational</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<i>attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i>	and health care services in compliance with the objectives of NSO10. These include: DCU, St. Michael's House Special Needs School, Scoil Chaitriona and Whitehall College of Further Education.

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

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

Under the heading *'Key future growth enablers for Dublin include'* it highlights:

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

3.5.1.1 Proposed Scheme Response

The Proposed Scheme supports the goals of the NPF by delivering infrastructure that will facilitate high-quality sustainable active travel and public transport networks. In doing so, the Proposed Scheme will facilitate an accelerated shift and the urgent transition needed to deliver a low carbon and climate resilient society. The Proposed Scheme also includes localised urban realm improvements that will ensure a more attractive, liveable urban place for the local community living adjacent to the Proposed Scheme.

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

3.5.2 Project Ireland 2040 - National Development Plan 2021 - 2030

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

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

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

NDP. A selection of these are listed below.’ This includes under NSO 4 ‘Sustainable Mobility’ ‘BusConnects for Ireland’s Cities’.

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

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

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

It continues:

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

It further states:

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

It also highlights that:

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

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

In regard to ‘Active Travel’, the NDP comments:

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

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

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

It also sets out that:

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

3.5.2.1 Revised National Development Plan

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

Table 3.3: NSO Objective Differences NPF and Revised NDP

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

NPF - NSO	Revised NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p>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: <i>'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, COVID-19, digitisation and the transition to a 'low carbon economy'.</p>
<p>NSO6 High-Quality International Connectivity <i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>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: <i>'As an island, continued investment in our port and airport connections to the UK, the EU and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'</i> It also comments <i>'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the 'surface connectivity' to same.</p>
<p>NSO7 Enhanced Amenity and Heritage <i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>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: <i>'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society <i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of</i></p>	<p>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act 2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i></p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a greater government commitment than to aspire to a 'low carbon' society. The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within 2021 Climate Act. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>

NPF - NSO	Revised NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<i>that energy to the major sources of demand.'</i>	<i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's unequivocal commitment to securing a carbon neutral future.'</i>	
<p>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>NSO9 Sustainable Management of Water and Other Environmental Resources</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic well-being into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasised within the revised NDP.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

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

3.5.2.2 Proposed Scheme Response

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

3.5.3 National Investment Framework for Transport in Ireland

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

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

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

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting successful places and vibrant communities;
- Facilitating safe, accessible, reliable and efficient travel on the network; and
- Promoting a strong and balanced economy.

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

Modal Hierarchy

The NIFTI Modal Hierarchy is:

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

NIFTI states that future transport planning will prioritise sustainable modes and

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

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

Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

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

NIFTI states that:

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

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

3.5.3.1 Proposed Scheme Response

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

3.5.4 Statement of Strategy 2021 – 2023

The Department of Transport (DoT) Statement of Strategy 2021 – 2023 (hereafter referred to as the Statement of Strategy) (DoT 2021b) sets out goals and a strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that:

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

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

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

3.5.4.1 Proposed Scheme Response

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

3.5.5 National Sustainable Mobility Policy

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

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

The National Sustainable Mobility Policy includes three key principles, as follows:

1. Safe and Green Mobility;
2. People Focused Mobility; and

3. Better Integrated Mobility.

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

The foreword of the policy document comments, as follows:

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

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

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

It further comments:

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

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

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

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

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

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

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

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

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

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

It also outlines that:

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

It also comments that:

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

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

Table 3.4: National Sustainable Mobility Policy Principles and Goals

Principle	Goal	Goal	Proposed Scheme Response
Safe and Green Mobility	<i>'Improve mobility safety.'</i>	<i>'Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.'</i>	The Proposed Scheme will generally include segregated cycling and enhanced at grade junctions improving overall safety along the corridor. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users.
	<i>'Decarbonise public Transport.'</i>	<i>'Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.'</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
	<i>'Expand availability of sustainable mobility in metropolitan areas.'</i>	<i>'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'</i>	The Proposed Scheme aligns with the goal as CBC Infrastructure Works is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions, where possible. These high-quality cycle lanes will help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements, where possible. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a

Principle	Goal	Goal	Proposed Scheme Response
			junction. Along the Proposed Scheme route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
	<i>'Expand availability of sustainable mobility in regional and rural areas.'</i>	<i>'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'</i>	The Proposed Scheme aligns with the goal as it will expand the capacity of the public transport network within Dublin. The Proposed Scheme will also enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
	<i>'Encourage people to choose sustainable mobility over the private car.'</i>	<i>'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.'</i>	The Proposed Scheme will promote a modal shift from private car use to more sustainable forms of transport. It will enhance active travel networks and thus will encourage the use of these modes, reducing reliance on the private car.
People Focused Mobility	<i>'Take a whole of journey approach to mobility, promoting inclusive access for all.'</i>	<i>'Goal 6 aims to support a whole of journey approach from planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (DoT, formerly known as Department of Transport, Tourism and Sport (DTTAS 2013)) and the National Cycle Manual (NTA 2011). In addition, a disability audit has been undertaken for the Proposed Scheme and has informed the design thereby promoting access for all.
	<i>'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'</i>	<i>'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'</i>	The Proposed Scheme aligns with the goal as Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR has considered the Permeability Best Practice Guide (NTA 2015b) as part of the Proposed Scheme.
	<i>'Promote sustainable mobility through research and citizen engagement.'</i>	<i>'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'</i>	A consultation exercise has been undertaken and has helped to inform the design and layout of the Proposed Scheme. The NTA is also working in partnership with various government departments and third parties to deliver a high quality sustainable transport scheme for Dublin.
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider

Principle	Goal	Goal	Proposed Scheme Response
		<i>seamlessly from one mode to another and support a whole of journey approach.</i>	metropolitan area, both now and in the future.

3.5.5.1 Proposed Scheme Response

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

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

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

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

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

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

In regard to public transport it sets out that:

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

It further comments that:

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

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

Table 3.5: Key Goals - Smarter Travel

Key Goals	How the Proposed Scheme Meets the Key Goals of Smarter Travel
<i>'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport'</i>	More bus shelters, seating, accessible footways and bus infrastructure will be provided to make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>'Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks'</i>	Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
<i>'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions'</i>	The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The EIAR has been carried out according to best practice and guidelines relating to climate and greenhouse gas emissions, and in the context of similar large-scale transport infrastructural projects. Following the application of mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme. The operational traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme are predicted to be neutral and permanent. In addition, the Proposed Scheme will improve the modal share for public transport and lower greenhouse gases. Thus, the residual Operational Phase traffic impact of the Proposed Scheme will be neutral and permanent.
<i>'Reduce overall travel demand and commuting distances travelled by the private car'</i>	The Proposed Scheme aligns with the goal as it will promote modal shift from private car to more sustainable forms of transport. It will enhance active travel networks, and thus, will encourage the use of these modes, reducing reliance on the private car
<i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i>	The Proposed Scheme aligns with the goal as it will provide the infrastructure necessary to facilitate sustainable transport.

3.5.6.1 Proposed Scheme Response

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

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

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

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

Table 3.6: NCPF Intervention and Objectives

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

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

3.5.7.1 Proposed Scheme Response

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

3.5.8 Road Safety Strategy 2021 - 2030

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

The Road Safety Strategy acknowledges that:

'The promotion and increased uptake of public transport can greatly contribute to fatality and serious injury reductions over the course of the 2021-2023 strategy'. It continues 'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.'

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

3.5.8.1 Proposed Scheme Response

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

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

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

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

3.5.9.1 Proposed Scheme Response

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

3.5.10 Climate Action Plan 2021

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

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

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

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

The key targets to meet the emissions reduction include:

- *'Provide for an additional 500,000 daily public transport and active travel journeys';*
- *'Develop the required infrastructural, regulatory, engagement, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies'; and*
- *'Reduce ICE¹ kilometres by c. 10% compared to present day levels'.*

ICE reduction measures include:

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

¹ Internal Combustion Engine

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

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

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

Table 3.7: Climate Action Plan 2021 - Transport Actions

Action Number	Action	How the Proposed Scheme Meets the Action
225	<i>‘Continue the improvement and expansion of the Active Travel and Greenway Network’</i>	The Proposed Scheme will promote active travel through the provision of enhanced cycle and pedestrian infrastructure.
227	<i>‘Construct an additional 1,000km of cycling and walking infrastructure’</i>	The Proposed Scheme aligns with the action as it will provide segregated cycling facilities along the Proposed Scheme in both directions.
228	<i>‘Encourage an increased level of modal shift towards Active travel (walking and cycling) and away from private car use’</i>	The Proposed Scheme will provide the infrastructure required to promote modal shift from private car to more sustainable forms of transport and increased bus priority which are key actions in the Climate Action Plan 2021.
233	<i>‘Commence delivery of BusConnects Network Redesign Dublin’</i>	The BusConnects Dublin Programme is the NTA’s programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.
235	<i>‘Commence delivery of BusConnects Core Bus Corridor Infrastructure Works’</i>	The BusConnects Dublin Programme is the NTA’s programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.
256	<i>‘Deliver sustainable bus priority measures on the National Road Network’</i>	The Proposed Scheme will provide the infrastructure required to increase bus priority which is a key action of the Climate Action Plan 2021. The Proposed Scheme will include the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

3.5.10.1 Proposed Scheme Response

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

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

Acknowledging that various policy initiatives are required to deliver national targets that are aligned to the Paris Agreement, BusConnects can facilitate services that are beneficial to communities. While mandated reductions are not required at an individual scheme level, carbon must be invested wisely. Chapter 8 (Climate) in Volume 2 of the EIAR contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

3.5.11 Programme for Government – Our Shared Future 2020

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

- *‘Address pinch points for buses and expand priority signaling for buses and real time information; and*

- *Give greater priority to bus services by expanding quality bus corridors and consider the introduction of Bus Rapid Transport services.'*

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

3.5.11.1 Proposed Scheme Response

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

3.5.12 Building on Recovery: Infrastructure and Capital Investment 2016 – 2021

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

This Capital Plan identifies the need to improve public transport facilities noting:

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

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

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

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

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

3.5.12.1 Proposed Scheme Response

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

3.5.13 The Sustainable Development Goals National Implementation Plan 2018 – 2020

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 2018 - 2020 (DCCAE 2018) is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs).

The SDG National Implementation Plan also sets out 19 specific actions to implement over the duration of this first SDG National Implementation Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 3.8.

Table 3.8: SDGs and Targets aligned with the Proposed Scheme

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

3.5.13.1 Proposed Scheme Response

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

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

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

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

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

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

The key principles for land transport investment proposals are:

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

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

3.5.14.1 Proposed Scheme Response

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

3.6 Regional Policy

3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035

The GDA Transport Strategy (NTA 2016) has been prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

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

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

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

'In order to ensure an efficient, reliable, and effective bus system, it is intended, as part of the Strategy, to develop the Core Bus Network to achieve, as far as practicable, continuous priority for bus movement on the portions of the Core Bus Network within the Metropolitan Area. This will mean enhanced bus lane provision on these corridors, removing current delays on the bus network in the relevant locations and enabling the bus to provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative for road users. It will also make the overall bus system more efficient, as faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.'

Section 5.6 of the GDA Transport Strategy sets out cycle policy in the region. The routes identified in the GDA Transport Strategy are those established in the GDACNP (NTA 2013).

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

The Draft GDA Transport Strategy 2022- 2042 (NTA 2021a) has now been published for consultation and this is reviewed in section 3.6.3 below.

3.6.1.1 Proposed Scheme Response

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

3.6.2 Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019 – 2024

The NTA is required to prepare a series of 'Integrated Implementation Plans' (for the GDA Transport Strategy (NTA 2016)) under Section 13(1) of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019) was

published in December 2019. A SEA and Appropriate Assessment (AA) were carried out as part of the Implementation Plan process.

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

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

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

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

The 2019 Implementation Plan also sets out under the heading 'Strategic Framework for Investment in Land Transport' that:

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

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

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

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

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

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

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

3.6.2.1 Proposed Scheme Response

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

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

The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the 2019 Implementation Plan.

3.6.3 Draft Greater Dublin Area Transport Strategy 2022 – 2042

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

'To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.'

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

The Draft GDATS considers that due to the dispersed nature of development in the GDA the bus system represents the most suitable public transport solution across much of the region.

The Draft GDATS comments that the NTA in recent years have introduced a '*step change in the quality of the overall bus system*' through different programmes, one of which being BusConnects. The main objective of these programmes is increasing the share of people using public transport. The Draft GDATS also comments that the NTA intends to have submitted applications to An Bord Pleanála for the 12 Core Bus Corridor Schemes in the early months of 2022. The Draft GDATS further comments:

'Subject to obtaining statutory planning approvals, the NTA will proceed to construct these key bus arteries within the Dublin area. They will facilitate faster and more reliable bus journeys on the busiest bus corridors in the Dublin region, making the overall bus system more convenient and useful for more people. In addition, key elements of the Cycling Network Plan for the GDA will be delivered as part of these corridors.'

The revised GDA Cycle Network forms part of the Draft GDATS (see Section 3.6.5.1 below).

The Draft GDATS aims to:

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

The Draft GDATS sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.8 below.

Table 3.9: Draft GDATS Measures

Measure Number	Measure	How the Proposed Scheme Meets the Measure
<i>PLAN12 - Urban Design in Major Infrastructure Projects</i>	<i>'The NTA will incorporate a high standard of urban design and placemaking into the planning and design of all major public transport infrastructure schemes and will consider how greater biodiversity could be fostered.'</i>	The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the urban realm and landscape, where possible.
<i>Measure PLAN13 – Urban Design in Walking and Cycling Projects</i>	<i>'In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations.'</i>	The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided, including junction reconfiguration, reinforcement of existing vegetation areas and the establishment of new urban realm and landscape opportunity areas.
<i>Measure PLAN14 – Reallocation of Road Space</i>	<i>'The NTA, in conjunction with the local authorities, will seek the reallocation of road space in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.'</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.
<i>MEASURE PLAN16 – The Road User Hierarchy</i>	<i>'The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.'</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to more sustainable forms of transport. It will enhance active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>Measure INT1 – Integration of all Modes in Transport Schemes</i>	<i>'It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.'</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It will enhance active travel networks and thus encourage the use of these modes reducing reliance on the private car.
<i>Measure INT5 - Interchange</i>	<i>'It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.'</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
<i>Measure INT14 – Walking and Cycling at Night</i>	<i>'The NTA and local authorities will ensure that personal security and safety for those travelling at night by walking and cycling are carefully considered in the design process for new schemes and in retrofitting existing schemes where such issues arise.'</i>	The Proposed Scheme has considered security and safety in its design, and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting.
<i>Measure INT15 – Accessible Infrastructure</i>	<i>'During the period of the Transport Strategy, the NTA will ensure that public transport</i>	The Proposed Scheme has been designed to include: <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience

Measure Number	Measure	How the Proposed Scheme Meets the Measure
	<i>infrastructure, and facilities in the GDA are made accessible for all users.'</i>	<p>more accessible for users of all abilities and ages; and</p> <ul style="list-style-type: none"> Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>Measure WALK3 – Improved Junctions</i>	<p><i>'The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i></p> <ul style="list-style-type: none"> <i>To enhance safety at junctions, a programme of "narrowing" junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and</i> <i>To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signalling changes to better balance the use of the junction between motorised and vulnerable modes.'</i> 	<p>The Proposed Scheme will provide infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p>
<i>Measure WALK8 – Persons with Disabilities</i>	<i>'Local authorities in the GDA and the NTA will take full account of people with disabilities and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</i>	<p>An audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out in 2020 to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>Measure CYC1 – GDA Cycle Network</i>	<i>'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'</i>	The Proposed Scheme aligns with the measure as it will provide segregated cycling facilities along the route of the Proposed Scheme in both directions. The full route accords with Primary and Secondary routes identified in the updated GDA Cycle Network. These high-quality cycle tracks will generally be 2m in width offering a high level of service and will help to reduce dependency on private car use for short journeys
<i>Measure PT2 – Climate Proofing New Public Transport Infrastructure</i>	<i>'The NTA will ensure that all new public transport infrastructure is proofed against the potential impacts arising from climate change.'</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
<i>Measure BUS1 – Core Bus Corridor Programme</i>	<i>'Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.'</i>	The Proposed Scheme is part of the BusConnects Programme to enhance bus services and active travel options in the GDA.
<i>Measure BUS10 – New Bus Stops and Shelters</i>	<i>'It is the intention of the NTA to continue to roll-out the program of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.'</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.
<i>Measure TM2 – Management of Urban Centres</i>	<i>'The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.'</i>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets,</p>

Measure Number	Measure	How the Proposed Scheme Meets the Measure
		spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.

3.6.3.1 Proposed Scheme Response

The Draft GDA Transport Strategy (NTA 2021a) is currently undergoing revisions arising out of the public consultation process. Nonetheless, the Draft Strategy clearly puts the delivery of Dublin BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver.

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

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

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

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

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

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

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

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

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

'RPO4.2: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water

supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded'

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

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

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

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

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

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

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

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

A number of RPOs are relevant to the Proposed Scheme:

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

'RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.'

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

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

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

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

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

The bus projects include:

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

The cycling objectives include:

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

3.6.4.1 Proposed Scheme Response

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

3.6.5 Greater Dublin Area Cycle Network Plan 2013

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

The following are the networks identified in the GDACNP:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level':*
 - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic;*
 - *Secondary corridors links between the principal cycle routes and local zones; and*

- *Feeder corridors are connections from zones to the network levels above and / or cycle routes within local zones.*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port'; and*
- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.'*

There are three secondary orbital cycle routes identified running along or parallel to the Proposed Scheme, including:

- Primary Orbital Cycle Route N01 / Cross-City Route C8 at R101 North Circular Road;
- Primary Orbital Cycle Route N03 at R102 Griffith Avenue; and
- Primary Orbital Cycle Route N04 at R104 Santry Avenue.

In addition, the National Cycle Route N2 (Royal Canal Greenway) from Galway to Dublin will connect to the Proposed Scheme at the Royal Canal in Phibsborough, the N02 Cycle Route (River Tolka Greenway) will connect to the Proposed Scheme at R108 St. Mobhi Road and the River Santry Greenway will connect to the Proposed Scheme at Northwood.

3.6.5.1 Proposed Scheme Response

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

3.6.6 Draft Greater Dublin Area Cycle Network Plan 2021

The Draft Greater Dublin Area Cycle Network Plan (hereafter referred to as the Draft GDACNP) (NTA 2021b) is a Regional level plan for an integrated cycle network across the GDA. The original GDACNP (NTA 2013) sought to identify the links needed to provide for an adequate cycling network. The Draft GDACNP aims to strengthen access and local permeability and offer greater cycling connectivity between Dublin and GDA Towns.

The vision of the Draft GDACNP is set out, as follows:

'The Greater Dublin Area Cycle Network seeks to be an inclusive cycling environment that is safe for all cycling abilities and ages with strong functional and recreational connectivity between homes and key destinations'.

The main goals of the Draft GDACNP are to:

- *'Increase participation';*
- *'Improve safety and accessibility';*
- *'Improve connectivity'; and*
- *'Create a navigable and coherent network.'*

The following are the networks identified and classified in the Draft GDACNP:

- *'Primary Arterial - Main cycling arterials enabling high levels of utility movements among town centres and Dublin City in a radial manner';*
- *'Primary Orbital - Main cycling arterials enabling high levels of utility movements orbitally among Dublin's suburban town centres';*
- *'Secondary - Moderately trafficked cycling connections between local zones and other network classifications, and provides resilience to the Primary Networks';*
- *'Greenway – Utility - Parkland, coastal or waterway links providing utility functions for commuting, education, community service access and onward transport connections';*

- 'Greenway – Leisure - Parkland, coastal or waterway links providing recreational and leisure functions';
- 'Inter Urban - Routes which connect towns and urban centres over longer distances throughout the GDA'; and
- 'Feeder - Localised cycling connections providing access among residential areas and local zones as well as providing access onto other classifications.'

It outlines that projects that may interact / impact with the Draft GDACNP include BusConnects and comments, as follows:

'BusConnects Dublin is a 10-year programme to improve the quality, speed and reliability of bus service in the Dublin area. As part of its delivery 16 Core Bus Corridors (CBCs) are proposed, each with segregated cycle lanes and/or tracks. A limited number of quiet routes for cycling are proposed in parallel to some sections of the CBCs.'

The Draft GDACNP includes the figure entitled 'Greater Dublin Area Cycle Network – Dublin City Centre' which shows both Ballymun and Finglas routes being designated as a primary cycle network route down to approximately Royal Canal Bank, north of Blessington Street Park where the primary cycle network route changes to a secondary cycle network route.

3.6.6.1 Proposed Scheme Response

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

3.7 Local Policy Context

The Proposed Scheme is located within two local authority functional areas; Fingal County Council (FCC) and Dublin City Council (DCC). The Proposed Scheme will be within FCC from where it will commence at the R108 Ballymun Road / St. Margaret's Road Junction, approximately to the R108 Ballymun Road / R104 Santry Avenue Junction. The remainder of the Proposed Scheme will be within DCC.

3.7.1 Fingal Development Plan 2017 - 2023

The aim of the Fingal Development Plan 2017 - 2023 (hereafter referred to as the FDP) (FCC 2017) is to build on the county council's previous successes and ensure that the strengths of the residents, communities, built and natural heritage, infrastructure and tourism are used to their full potential. A SEA, AA, Flood Risk Assessment (FRA) and Natura Impact Statement (NIS) were produced as part of the FDP.

Strategic Policy 15 of the FDP sets out the following:

'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.'

Under the 'Bus, Quality Bus Corridor (QBC) and Bus Rapid Transit (BRT)' section of the FDP, it states that 'the bus is the most flexible form of public transport and currently has the highest modal share.'

The FDP transport statement of policy aims to promote movement from both within, to and from Fingal, through an integration of land use planning with sustainable transport by prioritising walking, cycling and public transport. Transport policies of particular relevance are set out in Table 3.10.

Table 3.10: FDP Key Transport Policies

Objective	Transport Policies (Relevant to the Proposed Scheme)	How the Proposed Scheme Meets the Policy
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 it is a 'sustainable transport solution'. In addition, the traffic and transport assessment has considered the National and Regional Transport Policies as they apply to Fingal. The Proposed Scheme will enhance the interchange between the various modes of public transport operating within Fingal. The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.
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 the BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA of which the Proposed Scheme is part. The Proposed Scheme delivers the implementation of major public transport projects identified within the GDA Transport Strategy (NTA 2016) as part of the BusConnects Core Bus Network.
MT13	<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>	The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2m in width, where feasible, offering a high level of service and will 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, generally enhancing permeability and facilitating active travel options.
MT19	<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>	The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the National Cycle Manual (NTA 2011).
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>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary for a CBC (supporting a bus based solution) from the northern suburbs of Dublin into the City Centre. It will enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements.

3.7.1.1 Proposed Scheme Response

The FDP also sets out an extensive number of policies and objectives relevant to the Proposed Scheme. Table 1.1 in Appendix 1 of this Appendix sets out those FDP policies deemed relevant to the Proposed Scheme.

3.7.1.2 Zoning Objectives

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

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' will be assessed in terms of their contribution towards the achievement of the zoning objective and vision.

Given the nature of the Proposed Scheme, the majority of the proposed works will be within the public road and pavement area where there is no specific zoning objective. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such

as in the case of temporary Construction Compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme is in line with the aims and objectives of the FDP.

3.7.1.3 Local Area Plans and Masterplans within the FDP Area Relevant to the Proposed Scheme

There are no relevant Local Area Plans (LAPs) along the Proposed Scheme corridor within the FDP (FCC 2017) area. However, there is the ‘aspirational’ Northwood Masterplan which is located at the junction of St. Margaret’s Road and R108 Ballymun Road and only adjoins the Proposed Scheme for a very short section of approximately 70m.

Table 3.11: FCC Aspirational Masterplan

Development Strategy / Masterplans	Reference / Section	Objective	Proposed Scheme Response
Northwood Masterplan	Aspiration	<p><i>Objectives relevant to the Proposed Scheme include:</i></p> <ul style="list-style-type: none"> • <i>Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity.</i> 	The Proposed Scheme is located south of the proposed underpass location outlined in the Northwood Masterplan, and it will not impact the future delivery of the objective.

3.7.1.4 Proposed Scheme Response

The FDP supports an integrated transport network that offers a greater choice of public transport and active travel. The FDP also sets out an extensive number of policies and objectives relevant to the Proposed Scheme. These are set out in Table 2.1 in Appendix 1 (Local Policy) of this Appendix.

3.7.2 Draft Fingal Development Plan 2023 – 2029

The published Draft Fingal Development Plan 2023 – 2029 (hereafter referred to as the Draft FDP) (FCC 2022) sets out in Chapter 6 (Connectivity and Movement) under the heading of ‘Public Transport’ that it recognises the role of transportation policy in addressing climate change. The Draft FDP highlights the need to shift towards sustainable transport modes. It aims to facilitate this through designing the county’s built environment to prioritise more sustainable travel options and promote the most carbon efficient modes. Policy CMP1 states to:

‘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.’

BusConnects is noted as benefiting Santry (including Ballymun) in ongoing residential and commercial expansion in the area.

Objective CMO2 supports the commitment to modal shift and states that FCC will:

‘Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.’

Major projects identified as key growth enablers such as BusConnects will facilitate Fingal’s vision for sustainable mobility and the transformative potential on travel from the dominance of the car to public transport. Policy CMP18 states:

‘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 CMO22 sets out the enabling of infrastructure projects and outlines that FCC will:

'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 CMO23 further sets out support for the Proposed Scheme and states that FCC will:

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

Policy CMP26 understands the importance of strategic connections for Fingal as set out in National and Regional policy objectives and states that FCC will:

'Support the economic competitiveness of the County through the protection and enhancement of international and regional accessibility and inter-urban connectivity in accordance with policy objectives of the NPF and RSES for the region.'

3.7.2.1 Proposed Scheme Response

The Draft FDP is set to be adopted in 2023 and is subject to change. However, it is clear that the facilitation of BusConnects is an important consideration that is shaping the emerging policy for the county. The Proposed Scheme, through the provision of enhanced public transport infrastructure will help to improve accessibility to key destinations and promote walking, cycling and public transport options.

3.7.3 Fingal County Council Climate Change Action Plan 2019 - 2024

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

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

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

'Support the development and expansion of existing public transport services including MetroLink, BusConnects and DART expansion to Balbriggan'.

3.7.3.1 Proposed Scheme Response

At a strategic level, FCC supports and demonstrates ongoing local authority commitment to climate action and to encourage residents to embed climate action into their daily lives. There is a focus on provision of sustainable transport options and enhanced active travel, the Proposed Scheme will provide the required infrastructure for same.

3.7.4 Dublin City Council Development Plan 2016 – 2022

The Dublin City Development Plan 2016 - 2022 (hereafter referred to as the DCDP) (DCC 2016a) guides the future growth and development of the jurisdiction of DCC. A SEA, AA and Strategic Flood Risk Assessment (SFRA) were produced as part of the DCDP.

The vision of the DCDP is to champion compact city living, distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. In the longer term (25 to 30 years), DCC aims to establish the city as one of Europe's most sustainable, dynamic, and resourceful city regions. The DCDP places sustainable transport as a core principle in the future development of the city:

'Within the next 25 to 30 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.'

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

'Dublin City Council will work with the emerging strategy of the National Transport Authority and supplement it with supporting local improvements, particularly to the city centre environment through the implementation of the public realm strategy and locally focused objectives.'

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

Within the transport objectives of the DCDP, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.12.

Table 3.12: DCDP Key Transport Policies

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>'MT3: To support and facilitate the development of an integrated public transport network with efficient interchange between transport mode, 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 policy 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. The BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.</p>
<p><i>'MT4: 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>	<p>The Proposed Scheme aligns with the policy as it will improve the bus network along the scheme corridor.</p>
<p><i>'MT04: 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 governments 'Smarter Travel' document.'</i></p>	<p>The Proposed Scheme aligns with the policy as the BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part of. It will support the objectives in the Smarter Travel (DTTAS 2009b) document by providing improvements to pedestrian and cycle amenities along the proposed route.</p>
<p><i>'MT05 (i): 'To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure.'</i></p>	<p>The Proposed Scheme aligns with the policy as the BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.</p>
<p><i>'MT11: 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.'</i></p>	<p>The Proposed Scheme aligns with the policy as Chapter 6 (Traffic & Transport) of the EIAR has considered permeability as part of the design process. A prime example of this is the new pedestrian and cyclist underpass at R101 North Circular Road in Phibsborough.</p>
<p><i>MT20: 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></p>	<p>The Proposed Scheme aligns with the policy as it will provide the infrastructure required to increase the capacity of bus, cycle and pedestrian networks along the Proposed Scheme corridor. Furthermore, the Proposed Scheme will provide enhanced safety through the provision of segregated cycling facilities.</p>

3.7.4.1 Proposed Scheme Response

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

3.7.4.2 Zoning Objectives

The DCDP (DCC 2016a) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 1.2 of Appendix 1 (Local Policy) of this Appendix.

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

'14.4 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.'

Appendix 21 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.'

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

3.7.4.3 Proposed Scheme Response

Given the nature of the Proposed Scheme, the majority of the proposed works will be within the public road and pavement area to which no specific zoning objective applies. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of temporary Construction Compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DCDP (DCC 2016a) in terms of the uses and works proposed.

3.7.4.4 Local Area Plans within the Dublin City Council Area Relevant to the Proposed Scheme

The Proposed Scheme is within the Ballymun Local Area Plan (hereafter referred to as the Ballymun LAP) (DCC 2017a) from the R104 Balbutcher Lane / R108 Ballymun Road Junction, along R108 Ballymun Road as far as Ballymun Library. The Ballymun LAP sets out a range of objectives, and those considered most relevant to the Proposed Scheme are set out in Table 3.13.

Table 3.13: Ballymun LAP

LAP	Reference / Section	Objective	Scheme Response
Ballymun LAP	4.1 Vision	<i>KP4: To create distinctive urban places through the use of intelligent urban design and good quality materials having regard to the existing palette of materials and finishes in the area.</i>	Through the process of developing the Proposed Scheme, a typology and palette of proposed materials was developed to create a consistent design response for various sections of the route. The proposed materials were based on the existing landscape character, existing materials and historical materials, while also identifying areas for betterment through the use of higher quality surface materials. This approach to generally enhancing urban design and quality of materials used is in line with Objective KP4.
	4.1 Vision	<i>KP5: To complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development sites.</i>	The Proposed Scheme will facilitate this objective as it will create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
	5.4 Movement	<i>MO3: Facilitate the delivery of a core bus corridor through Ballymun as proposed in the NTA Transport Strategy.</i>	The Proposed Scheme has been designed to ensure a high level of comfort and priority for sustainable modes of transport such as walking and cycling by prioritising the space and time each user group is allocated and ensure priority is given to these modes of transport.
	5.4 Movement	<i>MO4: Work with the NTA to ensure that the recommendations of the bus network review are implemented in Ballymun, in particular seeking a new connection between Ballymun and Dublin Airport.</i>	Whilst the Proposed Scheme does not extend directly as far as Dublin Airport to the north, it does provide the infrastructure required to facilitate enhanced sustainable transport and enable services to and from Dublin Airport and the city centre that operate along this corridor now and into the future in an efficient and effective manner.
	5.5 Urban Form & Design	<i>UD1: Create high quality urban spaces through the use of quality urban design.</i>	The Proposed Scheme will provide an upgraded pedestrian network, road crossings and junctions. In addition, urban realm works will be undertaken at key locations with higher quality materials and planting to enhance the pedestrian experience.

Figure 2 in the Ballymun LAP ‘*Dublin City Development Plan 2016 – 2022 (section 15.1.1.2)*’, includes ‘*Enhanced Connectivity*’ across the R108 Ballymun Road, north of Coultre Gardens as a ‘Key Development Principle’.

3.7.4.5 Phibsborough Local Environmental Improvements Plan (LEIP) 2017 – 2022

A portion of the Proposed Scheme lies within the Phibsborough Local Environmental Improvements Plan (hereafter referred to as the Phibsborough LEIP) (DCC 2017b) area, from where Glasnevin Cemetery interacts with R135 Finglas Road (on the Finglas Section) and where R108 Botanic Road interacts with Marguerite Road at Hart’s Corner (on the Ballymun Section). Both sections will meet at R108 Phibsborough Road and will continue south to R135 Western Way and R108 Constitution Hill.

The primary focus of the Phibsborough LEIP is the improvement of the urban 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 LEIP sets out a range of objectives, and those considered most relevant to the Proposed Scheme are set out in Table 3.13.

Table 3.14: Phibsborough LEIP

LAP	Reference / Section	Objective	Scheme Response
Phibsborough LEIP	4.2 Open Space and Green Infrastructure	<i>Broadstone Park / Blessington Street Park Proposed improvements: To the north of the park the ground levels rise sharply to the North Circular Road where The Soldier statue provides a focal point. Proposals by the National Transport Authority to provide a cycle way along this route will likely require alterations to this end of the park. As part of any such work it is an objective to enhance the setting of the park as a passive civic space, with connections across the North Circular Road to the library.</i>	The Proposed Scheme will facilitate this objective as it will provide an underpass under the R101 North Circular Road at Phibsboro Library. Once installed, the area will be relandscaped to a high quality. Proposals include the use of stone cobble setts for mixed use areas, the reinstatement of the War of Independence Irish Volunteers Memorial Statue and the existing community garden in front of Phibsboro Library within the extended park in the location of the proposed North Circular Road Underpass.
	8.1 Public Realm & Open Space	<i>2: Create a new civic space linking the Library to 'the Soldier' denoting an entrance to the Village and an enhanced access and connection to Broadstone Park. As part of this explore options for screening the gable of the old cinema (Des Kelly's).</i>	The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, especially the proposed North Circular Road Underpass which will enable a new shared pedestrian and cycle route enhancing access.
	8.1 Public Realm & Open Space	<i>8. Implement the objectives of the Dublin City Canals Report and this Plan, in association with Waterways Ireland and the National Transport Authority, namely:- b) New bridges over the canal, at Mountjoy Prison, Cross Guns Bridge and Mount Bernard Park.</i>	The Proposed Scheme will facilitate this objective as it will provide a new pedestrian and cycle bridge adjacent to Cross Guns Bridge over the Royal Canal.
	8.1 Public Realm & Open Space	<i>9: Continue to develop Blessington Street Park and Basin: including.. d) Upgrade the entrance to the Park from the North Circular Road, and the setting of the 'Soldier', to include new access gates, pedestrian and cycle access and landscaping.</i>	The Proposed Scheme will facilitate this objective as it will create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.

3.7.4.6 Proposed Scheme Response

At a strategic level, the overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible and the Phibsborough LEIP aims to target those areas in need of revitalisation.

3.7.4.7 The Heart of Dublin – City Centre Public Realm Masterplan 2016

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

3.7.4.8 Proposed Scheme Response

The landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA,

local authorities and stakeholders. The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.

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

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

3.7.4.9 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) was published in 2012. It seeks to co-ordinate the approach to the public realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme from the junction where Whitworth Road and Phibsborough Road meets, down Phibsborough Road to Western Way, Constitution Hill and Church Street to Arran Quay.

The design principles for these areas are set out in Table 3.15.

Table 3.15: Dublin City Centre Public Realm Strategy Design Policies

Public Spaces	Desired Character and Experience	Design Policies
Historic Approach Routes	These major routes are high quality routes for moving around and navigating the inner suburbs.	Building proposals to enclosures must protect historic character and achieve high quality, emphasising the importance of these streets in the neighbourhoods they pass through.
Link Routes	These streets are important linking routes in the city and often contain commercial and cultural attractions, as such there is a high quality public realm that is coherent and consistent in design and constructed using high quality materials leading to a pleasant environment, which it is easy to move around in with a mix of activities which make these streets important and interesting linking routes.	Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and de-cluttering.
Future / Enhanced Connections	These are proposed improvements to street connections within districts and to destinations.	Where connections exist already, the pedestrian environment will be brought up to the standard of other Linking Routes. For future routes Dublin City Council will work with stakeholders to form good quality street connections.

3.7.4.10 Proposed Scheme Response

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

3.7.4.11 Finglas Strategy Summary of Key Recommendations 2021

The Finglas Strategy Summary of Key Recommendations 2021 (hereafter referred to as the Finglas Strategy) (DCC 2021a) is a non-statutory high-level study published in 2021. It provides an analysis of the existing

environment in the Finglas area and sets out the context and rationale for recommendations that support brownfield consolidation and create a policy platform to encourage urban regeneration. The Finglas Strategy is a background paper that articulates planning policy options for Finglas to inform the Draft DCDP (DCC 2021b). The Finglas Strategy document sets out in Chapter 1 (Introduction) under the section ‘Policy’ that:

‘the Strategy has not been subject to detailed assessment in compliance with EU Directives concerning Strategic Environmental Assessment (SEA), Habitats (Appropriate Assessment – AA), or Strategic Flood Risk Assessment (SFRA). Nor has the Strategy been subject to extensive public consultation.’

The Finglas Strategy includes the Proposed Scheme section of Finglas Road from St. Margaret’s Road to Wellmount Road, and the majority of the Finglas Road from Wellmount Road to Ballyboggan Road section of the Proposed Scheme.

The Finglas Strategy outlines in Chapter 2 (Appraisal), under the heading ‘Opportunities’, that:

‘Overall, it was found that the urban form and character of the Finglas area is fragmented, requiring significant interventions and investment in order to repair this. Despite the identified barriers, a number of opportunities exist to introduce improvements’: (including inter alia): ‘Proposed Luas Finglas and BusConnects projects’.

The recommendations for these areas are set out in Table 3.16.

Table 3.16: Finglas Strategy Summary of Key Recommendations

Theme	Key Recommendation	Proposed Scheme Response
Design Guidelines for Finglas Village	UD2: Actively explore the removal of the pedestrian bridge over the Finglas Road in consultation with key stakeholders, in order to improve pedestrian permeability and enhance the setting of St Canice’s heritage sites.	It is noted that the Finglas Strategy is a ‘non-statutory high level study’ that has not been subject to extensive public consultation and includes recommendations and not policy objectives. The removal of the pedestrian bridge over the R135 Finglas Road was not deemed necessary in order to facilitate the Proposed Scheme. However, part of the intent of the recommendation is to improve pedestrian permeability within this specific area, and in line with the same, the Proposed Scheme will provide an at-grade pedestrian crossing south of the existing pedestrian bridge.

The Urban Design Framework Map shown in Chapter Four highlights the importance of the pedestrian environment and accessibility to ensuring the viability of the village core. New pedestrian crossings (east / west) across R135 Finglas Road are key to the urban design strategy.

3.7.4.12 Proposed Scheme Response

As highlighted, the Finglas Strategy is a non-statutory high level document that has not undergone extensive public consultation. Permeability across the R135 Finglas Road, providing enhanced access options to Finglas Village is an important aspect of the Finglas Strategy. The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks within the immediate area of the Finglas Strategy. It will facilitate a modal shift towards public transport and active travel modes. The junctions of the Proposed Scheme have been designed to ensure a high level of comfort and priority for sustainable modes of transport (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. The Proposed Scheme does not seek to remove the pedestrian bridge from Church Street over R135 Finglas Road, however, it will provide an at-grade pedestrian crossing immediately south of the bridge.

3.7.5 Draft Dublin City Development Plan 2022 – 2028

Stage 1 (Pre-Draft Stage) has been completed by DCC and they have now commenced Stage 2. On 25 November 2021, DCC published the Draft Dublin City Development Plan 2022 – 2028 (hereafter referred to as the Draft DCDP) (DCC 2021b). Public consultation on the Draft DCDP concluded in February 2022. Whilst An Bord Pleanála is required to have regard to the development plan in force at the date upon which it makes its decision

on the application for approval, as opposed to any draft Development Plan, there are a number of aspects of the current Draft DCDP which are of note.

The Draft DCDP sets out in Chapter 8 (Sustainable Movement and Transport) under the heading 'Introduction' that, '*Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city.*' It continues:

'The policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO₂ emissions.'

Chapter 8 of the Draft DCDP further states under the heading 'Sustainable Modes' that:

'Key strategic transport projects such as the proposed Metrolink, DART+, BusConnects programme and further LUAS Line and rail construction and extension will continue the expansion of an integrated public transport system for the Dublin region and have the potential for a transformative impact on travel modes over the coming years. Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.'

Chapter 8 of the Draft DCDP also recognises under the heading 'Challenges' that:

'Ireland is committed to cutting its greenhouse gas emissions by at least 51% by 2030 and to achieve this, a significant mode shift to active travel and public transport as well as decarbonised/low carbon mobility is required. Despite a positive shift in the travel behaviours of commuters, congestion and transport related CO₂ emissions have continued to rise. One of the significant challenges is the need to enable and foster behavioural change to support continued mode shift to more sustainable options.'

3.7.5.1 Proposed Scheme Response

The Draft DCDP is set to be adopted in 2022. Although the Draft DCDP is subject to change, it is clear that BusConnects is an important consideration, and its development is to be considered as part of the shaping of emerging policy for the city.

3.7.6 Dublin City Council Climate Change Action Plan 2019 - 2024

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

The DCC Climate Change Action Plan is a collaborative response to the impact that climate change is having on the Dublin Region, and DCC's commitment to lead by example in tackling this global issue. The DCC Climate Change Action Plan contains 219 actions that cover five key areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

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

The DCC Climate Change Action Plan focuses on the sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the Public Transport actions, number T22, is specifically related to the Proposed Scheme in terms of DCC liaising with the NTA on the BusConnects Programme. Proposed Scheme Response

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

4. Proposed Scheme Sections

4.1 Introduction

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

4.2 Ballymun Road from St. Margaret’s Road to Griffith Avenue

4.2.1 Zoning

The lands are within the functional area of FCC and DCC and are zoned in the FDP (FCC 2017) and the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

The proposed Construction Compound B1 will be located at the north-eastern corner of Santry Cross on existing grassed land, the land is currently zoned Z4 - District Centres. The Construction Compound is temporary in nature and will revert to its existing use after construction.

The application boundary that incorporates the Proposed Scheme includes lands within the following zoning objectives outlined in Table 4.1.

Table 4.1: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
FCC	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>
	ME – Metro Economic	<i>‘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 Metro Economic Corridor’</i>
DCC	Zone Z4 – District Centres	<i>‘To provide for and improve mixed-services facilities’</i>
	Zone Z15 - Institutional and Community	<i>‘To protect and provide for institutional and community uses’</i>
	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities’</i>

The Proposed Scheme, for the most part will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.2.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP (DCC 2016a). These are set out in Table 4.2.

Table 4.2: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
FCC		
Outer Airport Noise Zone	<i>'Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone...'</i>	The Proposed Scheme is not considered as 'inappropriate development' within the Outer Airport Noise Zone area.
Indicative Cycle / Pedestrian Route	<i>'Specific objectives'</i>	The Proposed Scheme will provide an upgraded pedestrian network as well as road crossings, and at grade junctions.
Indicative Route for New Metro North	<i>'Specific objectives'</i>	MetroLink is a proposed high-capacity railway that will extend between Dublin City Centre and Dublin Airport, continuing to Swords. It will run underground for most of the length parallel to the Ballymun Section between Phibsborough at the southern end and Northwood at the northern end. There will be interfaces between the two schemes at five locations, where underground stations will be located beside the Ballymun Section. The Proposed Scheme will not prevent the delivery of Metro North.
DCC		
Key District Centre (KDC) 3 (Ballymun)	<i>'KDCs represents the top tier of urban centres outside the city centre and they all closely align to public transport corridors. To maximise the employment and economic potential of Ballymun along its main Street in accordance with its strategic location and its designation as a key district centre.'</i>	The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus, cycle and pedestrian 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.
Road Schemes and Bridges – Balbutcher Lane and Santry Avenue	<i>'To initiate and/or implement the following road improvement schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy - Ballymun (improved town centre linkage)'</i>	The Proposed Scheme will not prevent the delivery of the proposed objective.
Strategic Development and Regeneration Area (SDRA) 2. Ballymun	The DCDP sets out at section 2.3.12 that, <i>'guiding principles are provided, setting out how to optimise the potential to deliver the residential, employment and recreational needs of the city'</i> . One of the guiding principles of this SDRA that is relevant to the Proposed Scheme is <i>'To promote the delivery of a high-quality public transport system linking the airport and the city, via Ballymun'</i> and <i>'To improve permeability both within Ballymun and to the surrounding areas'</i> .	The Proposed Scheme will facilitate the sustainable growth of Dublin and Ballymun in particular as it will deliver the transport infrastructure necessary to provide a sustainable transport network. The Proposed Scheme is designed to provide a better, more reliable and more efficient public transport for everyone.
Site of Archaeological Interest – Ballymun Road	<i>'Sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment'</i>	Archaeological monitoring under licence will take place, where any preparatory ground-breaking or ground reduction works are required within the site of archaeological interest. there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.

4.2.1.2 Local Area Plans / Masterplans

The Proposed Scheme will be adjacent to the Aspirational Northwood Masterplan from where the Proposed Scheme will commence at the R108 Ballymun Road / St. Margaret's Road Junction. Whilst the Northwood Masterplan has not yet been prepared by FCC over the lifetime of the FDP (FCC 2017), there is a strategic development policy for Santry which also includes the Northwood Masterplan. Refer to Table 3.11 in relation to the Proposed Scheme.

4.2.1.3 Planning History

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

4.2.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the FDP (FCC 2017) and the DCDP (DCC 2016a), as set out above, and in Appendix 1 (Local Policy) of this Appendix. The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.3 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart’s Corner

4.3.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

The proposed Construction Compound B2 will be located on the public road adjoining a public open green area and will not affect lands with zoning objectives.

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

Table 4.3: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities’</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>‘To preserve, provide and improve recreational amenity and open space and green networks’</i>
	Zone Z15 – Institutional and Community	<i>‘To protect and provide for institutional and community uses’</i>

The Proposed Scheme, for the most part, will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.3.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP (DCC 2016a). These are set out in Table 4.4.

Table 4.4: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Conservation Areas - River Tolka and Botanic Gardens	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.
Zone of Archaeological Interest	<i>'Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Development proposals for sites in the archaeological zone should be subject to pre-planning discussion and applications accompanied by an archaeological assessment'</i>	In areas of archaeological potential within the designated Zone of Archaeological Potential (ZAP) of the ecclesiastical site of Glasnevin there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Site of Archaeological Interest	<i>'Sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment'</i>	At the residence of Thomas Tickell there is no potential impact.
Protected Structures (located on Glasnevin Hill, Botanic Gardens, Botanic Road and Prospect Road)	<i>'The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.'</i>	Along the Proposed Scheme architectural heritage issues will primarily be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape. The architectural heritage specialist will record, protect and monitor the boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR

4.3.1.2 LAPs / Masterplans

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

4.3.1.3 Planning History

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

4.3.1.4 Proposed Scheme Response

The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.4 Prospect Road, Phibsborough Road from Hart’s Corner to Western Way

4.4.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

There is no Construction Compound proposed in this section of the Proposed Scheme.

The application boundary that incorporates the Proposed Scheme includes lands within the zoning objectives outlined in Table 4.5.

Table 4.5: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities’</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>‘To preserve, provide and improve recreational amenity and open space and green networks’</i>

The Proposed Scheme, for the most part, will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2016a).

Table 4.6: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Royal Canal Conservation Area	<i>‘Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.’</i>	Direct Construction Phase visual impacts are anticipated to the setting of the Royal Canal Conservation Area which is of Medium Sensitivity. The Proposed Scheme will include some loss of historic fabric. The potential Construction Phase impact will be Direct, Negative, Moderate and Permanent, in the absence of mitigation. Mitigation will include the recording of the bridge prior to the works, developing the detailed design to minimise the removal and alteration of historic fabric and to include the reuse of affected fabric within the altered bridge, where feasible. Recording will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee the labelling, taking-down and reinstatement of the affected gates, railings, piers, bricks and masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.
Key District Centre 8 Phibsborough	<i>‘The key district centres (KDCs) represent the top-tier of urban centres outside the city centre these will be strong spatial hubs, providing for a comprehensive range of commercial and community services.’</i>	The Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
Phibsborough Centre ACA	<i>‘Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and</i>	Along the Proposed Scheme all architectural and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local

Map Based Objective	Description	Proposed Scheme Response
DCC		
	<i>distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	<p>areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible. Direct impacts will include:</p> <ul style="list-style-type: none"> The temporary removal of the Irish Volunteer Memorial (NIAH 50060267), the magnitude of this impact on the Phibsborough Centre ACA has been determined to be Medium (in the absence of mitigation); and The removal of the boundary of Phibsboro Library (DCC RPS 8884), the magnitude of this impact on the ACA has also been determined also be Medium (in the absence of mitigation). <p>Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. The reinstatement of historic fabric will reduce the magnitude of impact from Medium to Low.</p>
Protected Structures (located along Phibsborough Road, Blessington Street Basin, Broadstone Park and Broadstone Station)	<i>'The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.'</i>	<p>Along the Proposed Scheme architectural heritage issues will primarily be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape.</p> <p>The architectural heritage specialist will record, protect and monitor the boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. The EIA concluded that there will be no negative long-term impacts on these protected structures.</p>

4.4.1.2 LAPs / Masterplans

Table 4.7: Phibsborough LEIP (DCC 2017)

Section	Policy / Objective	Proposed Scheme Response
31	<i>'Carry out a review of Doyle's Corner and the junction of Phibsborough Road and Connaught Street, following the operation of Luas Cross City with an objective of seeking visual and public domain improvements and enhancing pedestrian and cyclist experiences.'</i>	The Proposed Scheme will provide additional landscaping and outdoor amenities to improve the local urban realm, connecting existing and new areas along the corridor.
33	<i>'Seek to provide additional crossings over the Canal and railway to enhance pedestrian permeability, and use of the Canal bank for both sports and recreation.'</i>	The Proposed Scheme will improve walking facilities and provide enhanced access to walking infrastructure. The Proposed Scheme will cross both the canal and railway and will provide local permeability improvements within existing communities.
37	<i>'At a more local level explore the use of the laneways within the area as alternative cycle routes.'</i>	One of the primary objectives of the Proposed Scheme is to enhance cycling infrastructure contributing to an efficient transport system. It will provide safe and segregated cycling facilities along both sides of the Proposed Scheme route.
40	<i>'Support and facilitate the wayfinding exercise, which is currently underway, and to implement a safety strategy for all pedestrian/cycle routes to include the provision of directional signage and CCTV cameras where appropriate.'</i>	Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users.

4.4.1.3 Planning History

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

4.4.1.4 Proposed Scheme Response

The Proposed Scheme will largely be within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.5 Constitution Hill and Church Street to Arran Quay

4.5.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

The application boundary that incorporates the proposed works includes lands within the zoning objectives outlined in Table 4.8.

Table 4.8: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity and open space and green networks'</i>

The proposed Construction Compound B3 will be located on a site which currently has no development. However, the Proposed Scheme will not prevent the long-term zoning objectives for the land from being achieved.

The Proposed Scheme, for the most part, will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.5.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2016a).

Table 4.9: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Zone of Archaeological Interest.	<i>'Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Development proposals for sites in the archaeological zone should be subject to pre-planning discussion and applications accompanied by an archaeological assessment'</i>	In areas of archaeological potential within the designated ZAP for the Historic City of Dublin there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Conservation Areas - Blessington Street Basin, Broadstone and King's Inns, Smithfield, St Michan's Roman Catholic Church and Liffey Quays	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.
Protected Structures (located along Dominick Street Upper, Henrietta Street, Coleraine Street, Church Street, Inns Quay, Arran Quay, Anne Street North, Chancery Street, Chancery Place and Charles Street West)	<i>'The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.'</i>	Along the Proposed Scheme architectural heritage issues will primarily be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape. The architectural heritage specialist will record, protect and monitor the boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.

4.5.1.2 LAPs / Masterplans

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

4.5.1.3 Planning History

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

4.5.1.4 Proposed Scheme Response

The Proposed Scheme will primarily be within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.6 Finglas Road from St. Margaret’s Road to Wellmount Road

4.6.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

The application boundary that incorporates the proposed works includes lands within the zoning objectives outlined in Table 4.10.

Table 4.10: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>‘To preserve, provide and improve recreational amenity and open space and green networks’</i>
	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities’</i>

The proposed Construction Compound F1 will be located on a site which currently has no development. However, the Proposed Scheme will not prevent the long-term zoning objectives for the land from being achieved.

The Proposed Scheme will primarily comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.6.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2016a).

Table 4.11: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Key District Centre 4 Finglas Village	<i>'The key district centres (KDCs) represent the top-tier of urban centres outside the city centre these will be strong spatial hubs, providing for a comprehensive range of commercial and community services. Some of the key district centres (KDCs) also act as gateways to the city, located either along strategic national primary routes or key public transport routes, such as Finglas.'</i>	The Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
Zone of Archaeological Interest.	<i>'Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Development proposals for sites in the archaeological zone should be subject to pre-planning discussion and applications accompanied by an archaeological assessment'</i>	In areas of archaeological potential within the designated ZAP for the Historic Town of Finglas there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Protected Structures (located along Church Street, Barrack Lane and Old Finglas Road)	<i>'The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.'</i>	Along the Proposed Scheme architectural heritage issues will primarily be resolved by mitigation during the pre-construction phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape. The architectural heritage specialist will record, protect and monitor the boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.

4.6.1.2 LAPs / Masterplans

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

4.6.1.3 Planning History

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

4.6.1.4 Proposed Scheme Response

The Proposed Scheme will be largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the proposed Scheme. However, the main use associated with the zoning objective will remain.

4.7 Finglas Road from Wellmount Road to Ballyboggan Road

4.7.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

The application boundary that incorporates the proposed works includes lands within the zoning objectives outlined in Table 4.12.

Table 4.12: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities'</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity and open space and green networks'</i>

The proposed Construction Compound F2 will be located on public open space which currently has no development.

The Proposed Scheme will primarily comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.7.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2016a).

Table 4.13: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
River Tolka Conservation Area	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	The River Tolka Conservation Area encompasses the course of the River Tolka, the bridges over it and part of Prospect Cemetery. The study area intersects with the River Tolka Conservation Area in three places, at Dean Swift Bridge, Glasnevin Bridge and Tolka Bridge. At Dean Swift Bridge, the Conservation Area extends to include the north bank on both sides of the bridge, taking in Griffith Park on the east side, and the area between St. Mobhi Drive and the River Tolka on the west, as far as Glasnevin Bridge. The potential Operational Phase impact on the River Tolka and Botanic Gardens Conservation Areas will be Negative, Slight and Long-Term. Along the Proposed Scheme all architectural and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.
Sites of Archaeological Interest	<i>'Sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment'</i>	In areas of archaeological potential namely a mill site there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.

4.7.1.2 LAPs / Masterplans

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

4.7.1.3 Planning History

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

4.7.1.4 Proposed Scheme Response

The Proposed Scheme is primarily within the existing public road / pavement area with no zoning objectives.

4.8 Finglas Road from Ballyboggan Road to Hart's Corner

4.8.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Report.

The application boundary that incorporates the Proposed Scheme includes lands within the following zoning objectives outlined in Table 4.14.

Table 4.14: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z6 – Employment/Enterprise	<i>'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.'</i>
	Zone Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities'</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity and open space and green networks'</i>
	Zone Z15 – Institutional and Community	<i>'To protect and provide for institutional and community uses'</i>

The proposed Construction Compound F3 will be located on public open space which is a site which currently has no zoning objectives.

The Proposed Scheme will primarily comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.8.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2016a).

Table 4.15: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Prospect Square / De Courcy Square and Environs Architectural Conservation Area	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all architectural and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach 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. The Proposed Scheme works in the Prospect Square / DeCourcy Square and Environs ACA will be minor in nature, the magnitude of which will be Negligible. They will not directly impact on the ACA. The potential Construction Phase impact on the Prospect Square / DeCourcy Square and Environs ACA will be Indirect, Negative, Imperceptible and Temporary.
Sites of Archaeological Interest	<i>'Sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment'</i>	In areas of archaeological potential, namely a bridge site, there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Protected Structure (Glasnevin (Prospect) Cemetery)	<i>'The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.'</i>	Along the Proposed Scheme architectural heritage issues will primarily be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape. The architectural heritage specialist will record, protect and monitor the boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring will be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. The assessment concluded that there will be Indirect, Neutral, Not Significant and Medium-Term impacts on the protected structure.

4.8.1.2 LAPs / Masterplans

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

4.8.1.3 Planning History

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

4.8.1.4 Proposed Scheme Response

The Proposed Scheme will be primarily within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the proposed Scheme. However, the main use associated with the zoning objective will remain.

5. EIAR Structure and Summary of Assessment

5.1.1 EIAR Structure and Summary of Assessment

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

Table 5.1: EIAR Structure & Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Volume 1: Non-Technical Summary		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language	N/A
Volume 2: Main Report		
Chapter 1 (Introduction)	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 (Need for the Proposed Scheme)	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 (Consideration of Reasonable Alternatives)	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	N/A
Chapter 4 (Proposed Scheme Description)	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 (Construction)	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme. The CEMP includes the mitigation measures which will be implemented to provide environmental protection during the Construction Phase of the Proposed Scheme.
Chapter 6 (Traffic & Transport)	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	The assessment concluded that the impact during the Construction Phase will be Negative, Slight to Moderate, and Temporary in nature, and with the application of the proposed mitigation measures, the impact on traffic and transport will not be significant. The Proposed Scheme will deliver strong positive impacts to the quality of pedestrian, cycling and bus infrastructure during the Operational Phase, improving people movement in line with the scheme objectives. These improvements will help to provide attractive alternatives to the private car and promote changes from the use of private cars to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the sustainable movement of people as population and employment levels grow

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>in the future. The scheme design has been developed with cognisance of the relevant accessibility guidance and universal design principles so as to provide access for all users.</p> <p>The impacts to general traffic and parking / loading, including mitigation measures are incorporated into the Proposed Scheme and no further mitigation measures are required to be considered.</p>
Chapter 7 (Air Quality)	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Air quality impacts associated with Construction Phase traffic and changes in traffic flows have been assessed. The assessment concluded that Construction Phase traffic emissions will be neutral overall in the study area.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be short-term in nature, and with the application of the proposed mitigation measures, the impact on air quality will not be significant.</p> <p>No mitigation measures are required during the Operational Phase as the majority of ambient air pollutant levels are predicted to comply with air quality standards. Some significant (moderate) adverse impacts have been identified at R101 North Circular Road Junction with R108 Phibsborough Road, where both baseline and future baseline concentrations are modelled above the annual limit value of 40µg/m³ (micrograms per metre cubed) for nitrogen dioxide (NO₂). The impact from the Proposed Scheme will derive mainly from high baseline concentrations and an increase in traffic flows at this location due to the Proposed Scheme. However, these impacts are predicted to reduce to slight by 2043. The assessment concludes that the overall impact on air quality along the Proposed Scheme will be neutral and long-term during the Operational Phase.</p>
Chapter 8 (Climate)	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that there will be a Negative, Significant and Short-Term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme are predicted to be Neutral and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Neutral and Permanent.</p>
Chapter 9 (Noise & Vibration)	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	<p>Following the application of these mitigation measures, it is expected that there will be no significant residual noise or vibration impacts, as a result of the Construction Phase of the Proposed Scheme</p> <p>The results of the noise assessment for the Design Year (2043) Operational Phase have determined that indirect long-term changes in traffic noise levels will be Negative, Imperceptible to Slight along the Proposed Scheme. Along the surrounding road network, small changes in traffic noise levels will occur as a result of traffic redistribution off the Proposed Scheme during daytime periods only.</p>
Chapter 10 (Population)	The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concluded that there will be no negative, significant impacts on any community areas from an amenity, land acquisition or accessibility stand-point during the Construction Phase of the Proposed Scheme. However, localised negative impacts are expected during construction.</p> <p>Localised negative impacts are expected in terms of permanent land acquisition however, particularly at St. Vincent's Secondary School and Phibsborough Shopping Centre, where a Negative, Moderate and Long-Term impact is assessed due to a reduction in available parking, and The Bernard Shaw (public house) where the assessment has concluded that a Negative, Significant and Long-Term impact is anticipated due to the loss of the private landing that is currently used for outdoor dining. The Proposed Scheme will deliver positive impacts in terms of accessibility to community facilities and commercial businesses for pedestrians, cyclists and bus users during the Operational Phase. The Proposed Scheme is also expected to benefit individuals and businesses whose workers live along the corridor.</p> <p>These improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors.</p>
<p>Chapter 11 (Human Health)</p>	<p>The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Temporarily increased traffic congestion because of traffic management measures and diversions during construction will likely cause frustration and annoyance particularly for commuters and people travelling to appointments. Construction noise and vibration, as well as dust may cause annoyance for some nearby residents and workers. The temporary to short-term nature of these impacts means that no lasting impact on health is likely.</p> <p>The need for pedestrian and cycle diversions around areas of construction works may increase the risk of collisions, unless appropriately designed and managed. Construction traffic management has been considered to outline measures deemed necessary to provide protection for pedestrians and cyclists in each location of the Proposed Scheme. With these measures in place the risks will be mitigated.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviour and benefit from increased regular physical activity as a result. Reductions in general through-traffic, improved pedestrian infrastructure and improvements to the streetscape are likely to encourage more social interaction along the Proposed Scheme, resulting in positive health outcomes such as good mental wellbeing.</p>
<p>Chapter 12 (Biodiversity)</p>	<p>The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.</p> <p>The assessment concluded that there will be no significant impacts on habitats, rare and protected plant species, mammals, amphibians, reptiles, and fish during the Operational Phase.</p> <p>In addition, potential impacts on designated European sites are specifically assessed in the Natura Impact Statement (NIS), which also forms part of this application. The conclusion of the NIS is that the Proposed Scheme will not have any adverse effect on the integrity of any European site.</p>
<p>Chapter 13 (Water)</p>	<p>The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Following the implementation of the mitigation measures, no significant remaining impacts are anticipated on any water body as result of the Construction Phase of the Proposed Scheme.</p> <p>During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected water bodies, using a combination of sustainable drainage systems in the form of filter drains and bioretention systems, which also reduce the potential risks to water quality from routine road contaminants. In the Operational Phase, the infrastructure (including sustainable drainage systems) will be maintained by the local authorities, and will be subject to their management procedures. No additional mitigation is required, and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.</p>
<p>Chapter 14 (Land, Soils, Geology & Hydrology)</p>	<p>The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate mitigation measures will be implemented to avoid or reduce negative impacts on land, soils, geology and hydrogeology during the Construction Phase. It is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology</p> <p>It is predicted that there will be no residual operational impacts on land, soils, geology and hydrogeology.</p>
<p>Chapter 15 (Archaeological & Cultural Heritage)</p>	<p>The Archaeological & Cultural Heritage Chapter considered the potential archaeological</p>	<p>There is the potential for the discovery of previously unknown below-ground archaeological features, materials and deposits along the Proposed Scheme.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	<p>& cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The mitigation measures proposed to avoid or reduce negative impacts on archaeological and cultural heritage during the Construction Phase include the provision for and funding of the necessary archaeological monitoring, inspection and excavation works that will be required during and prior to construction.</p> <p>There will be no Operational Phase impacts as a result of the Proposed Scheme and no mitigation is required.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual impacts on archaeological and cultural heritage.</p>
<p>Chapter 16 (Architectural Heritage)</p>	<p>The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of the proposed mitigation measures, it is expected that there will be no significant residual impact on the architectural heritage resource, as a result of the Construction Phase of the Proposed Scheme. There is one Negative, Moderate and Permanent residual impact anticipated for the Former Player's Factory protected structure (DCC RPS 855) on Botanic Road due to the proposed land take at this location.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no significant residual impact on the architectural heritage resource, as a result of the Operational Phase of the Proposed Scheme.</p>
<p>Chapter 17 (Landscape (Townscape) & Visual)</p>	<p>The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate measures to avoid or reduce negative landscape (townscape) and visual impacts during the Construction Phase will be implemented, including ensuring that trees and vegetation to be retained within and adjoining the works area will be protected. Works required within the root protection area (RPA) of trees to be retained will follow a project-specific arboricultural methodology for such works.</p> <p>While mitigation for the Construction Phase is focused on protecting any landscape features that are to be kept and providing as much visual screening from construction works as possible, it will not be possible or practical to mitigate against impacts on landscape (townscape) and visual characteristics resulting from the removal of mature trees to facilitate construction.</p> <p>With the implementation of proposed mitigation measures, it is expected that Negative, Moderate, Significant and Very Significant and Temporary / Short-Term residual impacts on townscape and streetscape character will remain during construction the Proposed Scheme.</p> <p>In the Operational Phase, residual effects will remain for properties experiencing permanent land acquisition and in the loss of trees particularly along the section of the Proposed Scheme along St. Mobhi Road and Botanic Road to Griffith Avenue to Hart's Corner. There will be positive effects for the other sections of the Proposed Scheme, most notably in the centres of Ballymun and Phibsborough, as the Proposed Scheme will provide for substantial improvements in the urban realm, which will provide positive long-term effects for the landscape (townscape) and visual character. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity</p>
<p>Chapter 18 (Waste & Resources)</p>	<p>The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The main potential impacts on waste and resources during the Operational Phase will be waste generated from road maintenance activities following completion of the Construction Phase. With the implementation of the proposed mitigation measures, it is expected that there will be no residual significant impacts on waste and resources.</p>
<p>Chapter 19 (Material Assets)</p>	<p>The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of the proposed mitigation measures there will be no significant residual impacts on material assets as a result of the construction of the Proposed Scheme.</p> <p>There will be no significant Operational Phase impacts on utility infrastructure. Due to the measures included in the design of the Proposed Scheme and the fact that there are</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		minimal impacts predicted during the Operational Phase, no specific mitigation measures are required.
Chapter 20 (Risk of Major Accidents and / or Disasters)	The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.	<p>Appropriate mitigation measures will be implemented during the Construction Phase, including the implementation of a Construction Environmental Management Plan and Environmental Incident Response Plan. With the application of these mitigation measures, there are no remaining identified major accidents and / or disaster risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant risks were identified as likely to occur during the Operational Phase.</p>
Chapter 21 (Cumulative Impacts & Environmental Interactions)	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	<p>No likely significant cumulative effects relating to traffic and transport are predicted, over and above the effects of the Proposed Scheme assessed in isolation.</p> <p>With regard to air quality, as the cumulative construction traffic effects will be broadly in line with those of the Proposed Scheme in isolation and the associated cumulative air quality effects will not be significant.</p> <p>The climate impact assessment of road traffic emissions from the Construction Phase of the Proposed Scheme cumulatively with the 11 other Core Bus Corridor Schemes predicts a temporary overall increase of 2.6% of carbon dioxide equivalent. A series of embedded mitigation measures have been incorporated into the design of the Core Bus Corridor Schemes with the goal of reducing the embodied carbon and traffic emissions associated with the Construction Phase of all Core Bus Corridor Schemes.</p> <p>With regard to biodiversity, the construction of the Proposed Scheme in combination with other projects, will not give rise to significant cumulative impacts for the Proposed Scheme.</p> <p>During construction, post-mitigation, the human health assessment identified four other projects as having the potential for in-combination impacts assessed to be Negative, Moderate and Temporary.</p> <p>The landscape (townscape) and visual assessment identified that where the construction of the Proposed Scheme coincides with other developments, or construction is successive, there remains potential for localised Moderate and Temporary / Short-Term cumulative effects during construction on the townscape / streetscape.</p> <p>The climate impact assessment predicts a Negative, Significant and Permanent cumulative impact on climate during the maintenance phase. A Positive and Significant impact is predicted on climate in 2028 with a Neutral impact in 2043 due to the predicted cumulative change in operational traffic and the significant mode shift from cars to more sustainable modes (walking, cycling and public transport).</p> <p>There is potential for Positive, Very Significant and Long-Term cumulative effects on human health as a result of the other Core Bus Corridor Schemes. The Core Bus Corridor Schemes would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p> <p>Significant environmental interactions occur between the topics of population, human health, air quality, noise and vibration and traffic and transport. The assessments made for each of those topics consider those interactions both directly and indirectly. As an environmental factor, landscape and visual considerations have natural relationships with all other environmental factors. Some are direct relationships (e.g., population and visual</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		impacts; biodiversity and landscape; land, soils and water and landscape; or the setting around features of cultural heritage etc.). Others may be indirect (e.g. human health, air quality and landscape, material assets and landscape and visual aspects). Wherever possible these potential interactions have been incorporated into the relevant assessments.
Chapter 22 (Summary of Mitigation & Monitoring Measures)	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A
Chapter 23 (Summary of Significant Residual Impacts)	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during construction and operational phases.	N/A

5.1.2 Other Requirements

5.1.2.1 Water Framework Directive Assessment

A Water Framework Directive (WFD) Compliance Assessment was carried out on the Proposed Scheme (refer to Appendix A13.1 in Volume 4 of the EIAR).

Taking into consideration the anticipated impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, following the implementation of design and mitigation measures, it is concluded that it will not compromise progress towards achieving Good Ecological Status (GES) or cause a deterioration of the overall Good Ecological Potential (GEP) of any of the water bodies that are in scope (refer to Table 5.2).

Table 5.2: Compliance of the Proposed Scheme with the Environmental Objectives of the WFD

Environmental Objective	Proposed Scheme	Compliance with the WFD Directive
No changes affecting high status sites	No waterbodies identified as high status	Yes
No changes that will cause failure to meet surface water GES or GEP or result in a deterioration of surface water GES or GEP	After consideration as part of the detailed compliance assessment, the Proposed Scheme will not cause deterioration in the status of the water bodies during construction following the implementation of mitigation measures; during operation, no significant impacts are predicted.	Yes
No changes which will permanently prevent or compromise the Environmental Objectives being met in other water bodies	The Scheme options will not cause a permanent exclusion or compromise achieving the WFD objectives in any other bodies of water within the River Basin District.	Yes
No changes that will cause failure to meet good groundwater status or result in a deterioration groundwater status.	The Scheme options will not cause deterioration in the status of the of the groundwater bodies.	Yes

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

Article 4.8 states:

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

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

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

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

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

Directive 2006/7/EC Of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC (hereafter referred to as the revised BWD) was adopted in 2006, updating the microbiological and physico-chemical standards set by the original Council Directive of 8 December 1975 concerning the Quality of Bathing Water (76/160/EEC) and the process used to measure / monitor water quality at identified bathing waters (hereafter referred to as the BWD). The revised BWD focuses on fewer microbiological indicators, whilst setting higher standards, compared to those of the BWD. Bathing waters under the revised BWD are classified as excellent, good, sufficient or poor according to the levels of certain types of bacteria (intestinal enterococci and Escherichia coli) in samples obtained during the bathing season (May to September). The Proposed Scheme will not impact any designated bathing waters as there are none <2km from the Proposed Scheme. It is therefore compliant with the revised BWD.

5.1.2.1.1 Conclusion

Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status of any water body or will not prevent any water body from achieving GES or GEP. There are no cumulative impacts with other proposed developments, and it complies with other environmental legislation.

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

Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the water bodies that are in scope. It will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with the WFD and therefore does not require assessment under Article 4.7 of the WFD (see Section Appendix A13.1 in Volume 4 of the EIAR).

5.1.2.2 Flood Risk Assessment

A FRA (refer to Appendix A13.2 in Volume 4 of the EIAR) has been carried out as part of the planning application for the Proposed Scheme for the Ballymun Section and the Finglas Section, respectively.

The Ballymun Section has been assessed for existing and future sources of flood risk. The primary sources of flood risk identified for the site are from a combination of surface water and pluvial sources. A justification test was completed for the Ballymun Section. The Ballymun Section has been determined to have satisfied all requirements of the justification test and is therefore suitable for the associated flood risk as per The Department of the Environment, Heritage and Local Government (DEHLG) and the Office of Public Works (OPW) Planning System and Flood Risk Management Guidelines for Planning Authorities (hereafter referred to as the FRM Guidelines) (DEHLG and OPW 2009).

The Finglas Section has been assessed for existing and future sources of flood risk. The primary sources of flood risk identified for the site are from a combination of surface water and pluvial sources. A justification test was completed for the Finglas Section. Pending the confirmation of the maps under review, the Finglas Section has been determined to have satisfied all requirements of the justification test and is therefore suitable for the associated flood risk as per the FRM Guidelines.

5.1.2.3 Appropriate Assessment and Nature Impact Statement

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

The NIS for the Proposed Scheme concluded that it will not adversely affect (either directly or indirectly) the integrity of any European Sites, either alone or in combination with other plans or projects. The AA Screening Report and the NIS are included as stand-alone documents as part of this planning application.

5.1.3 Consultation

In addition to the extensive non-statutory public consultation on the Proposed Scheme, the BusConnects Infrastructure team undertook consultation on the EIAR with certain prescribed bodies and relevant non-statutory consultees.

Consultations were also conducted with organisations such as the National Parks and Wildlife Service (NPWS), Transport Infrastructure Ireland (TII) and relevant local authorities, and these are considered in the development of the relevant impact assessment chapters in Volume 2 of the EIAR.

In addition to consultation with the public, including affected landowners, consultations were also undertaken with DCC and FCC and with the prescribed bodies and interested parties outlined in Table 5.3 with regard to the approach to the EIAR.

Table 5.3: Prescribed Bodies and Interested Parties

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

Where possible, the information and advice received from the consultation process were subsequently incorporated into the design of the Proposed Scheme and addressed in the relevant chapters of the EIAR. Issues raised during the consultation process included the following:

- Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage: Consultation meeting held 5 February 2020 to apprise the DAU of BusConnects and the envisaged approach with regard to EIA / AA;
- DAU - Department of Housing, Local Government and Heritage: Comments provided related to the assessment of the impacts of the Proposed Scheme on biodiversity, the completion of ecological surveys (such as trees, hedgerows, bats, birds etc.) alien invasive species, mitigation and monitoring measures and Construction Environmental Management Plans (CEMP);
- DCC comments in relation to the CBC Infrastructure Works related to the following: Transport, air quality, noise, built heritage, street lighting, utility infrastructure, surface water management / flood risk, landscaping, biodiversity and integration with other transportation projects. Specifically, DCC requested that the following requirements are addressed in the EIAR iterative process; alternatives, cumulative impacts, mitigation and project splitting. In relation to the Proposed Scheme, DCC identified protected structures, Conservations Areas, historic paving's and gateways etc. which have the potential to be impacted due to the Proposed Scheme;
- Inland Fisheries Ireland (IFI) submission identified each of the rivers to be crossed as part of the CBC Infrastructure Works and provided a brief summary of their importance. Additionally, IFI provided comments on the design, in-stream works and mitigation measures to be implemented;
- Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of the CEMPS;
- The Environmental Health Office of the HSE provided recommendations in relation to the management of potential pollutants and discharge entering surface waters, the design of suitable drainage systems and storage of fuels and chemicals; and
- Geological Survey Ireland (GSI) were consulted on 21 May 2021, to apprise GSI of BusConnects, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

Since the initiation of the pre-application public consultation process in February 2019, there has been ongoing engagement with landowners, and / or anyone with an interest in potentially impacted properties or lands along the corridor of the Proposed Scheme, as the design development has progressed.

During each round of public consultation those landowners identified as being either potentially impacted or no longer potentially impacted were written to directly to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered on a face-to-face basis pre-Covid, and via Zoom or over the phone since March 2020, for those who wished to discuss the proposals further in relation to their own property with the minutes being recorded as part of the consultation process. Over the three rounds of consultation 124 letters of this kind were issued.

In addition, 16 letters were issued between July to September 2020 to request access to properties to undertake more detailed noise or topographical surveys.

Throughout the planning process any requests for meetings, phone conversations, or other requests for information have been accommodated, where possible. Many of the submissions received during consultations have included from potentially impacted owners, and as with all other submissions, they have been considered in the design development.

In July 2021, 13 letters (registered) were issued to properties likely to be the subject of the Proposed Scheme CPO process, seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations took place on request. Direct engagement occurred with all of the affected property owners.

Over the course of the engagements, affected property owners have had the opportunity to discuss, among other things, the following aspects with the BusConnects Infrastructure team:

- Overall scheme proposals and potential impacts;
- Timelines for the scheme design development and associated EIAR assessment;
- Procedural matters such as planning and CPO process;
- Specific details of impact of scheme on landowner property including approximate extent of encroachment; and
- General information around reinstatement and accommodation works.

5.2 References

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- DCC (2021a). Finglas Strategy Summary of Key Recommendations 2021
- DCC (2021b). Draft Dublin City Development Plan 2022 – 2028
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NTA (2020). Dublin Area Bus Network Map

NTA (2021a). Draft Greater Dublin Area Transport Strategy 2022 – 2042

NTA (2021b). Draft Greater Dublin Area Cycle Network Plan

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

RSA (2021). Road Safety Strategy 2021 – 2030

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

Directives and Legislation

Climate Action and Low Carbon Development (Amendment) Act 2021

Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural sources

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

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

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

Number 14 of 1999 - Roads Act, 1993 (as amended)

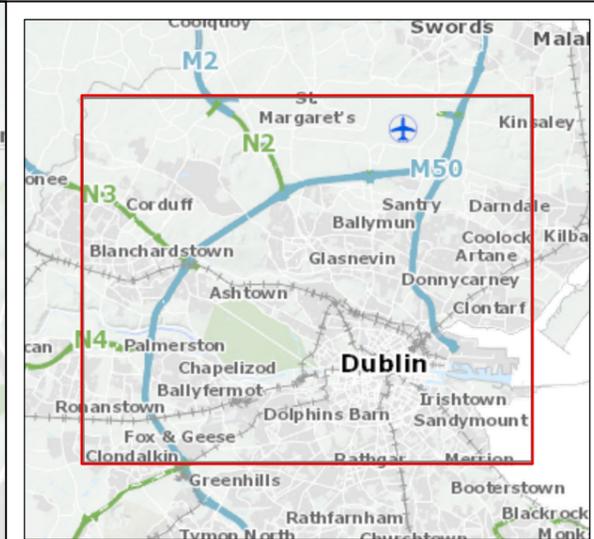
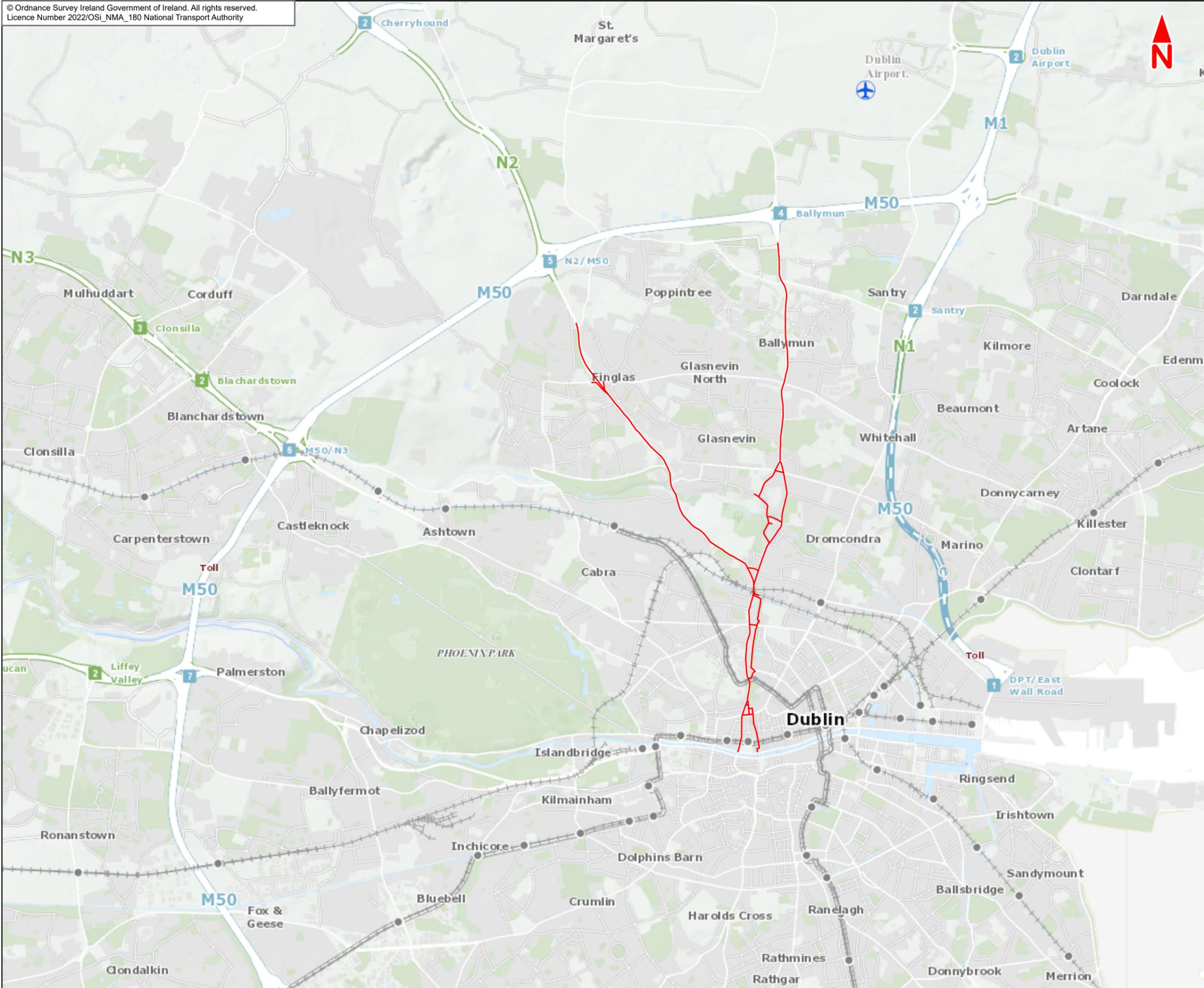
Number 15 of 2008 - Dublin Transport Authority Act, 2008 (as amended)

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

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

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

Planning Report Figures



Legend :
— Ballymun/Finglas to City Centre Core Bus Corridor Scheme

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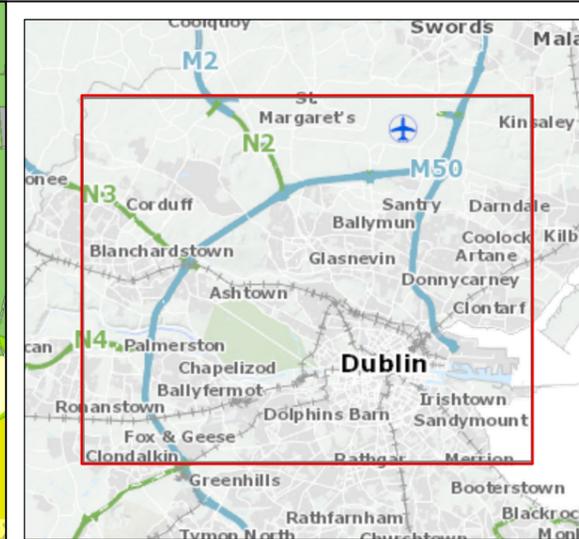
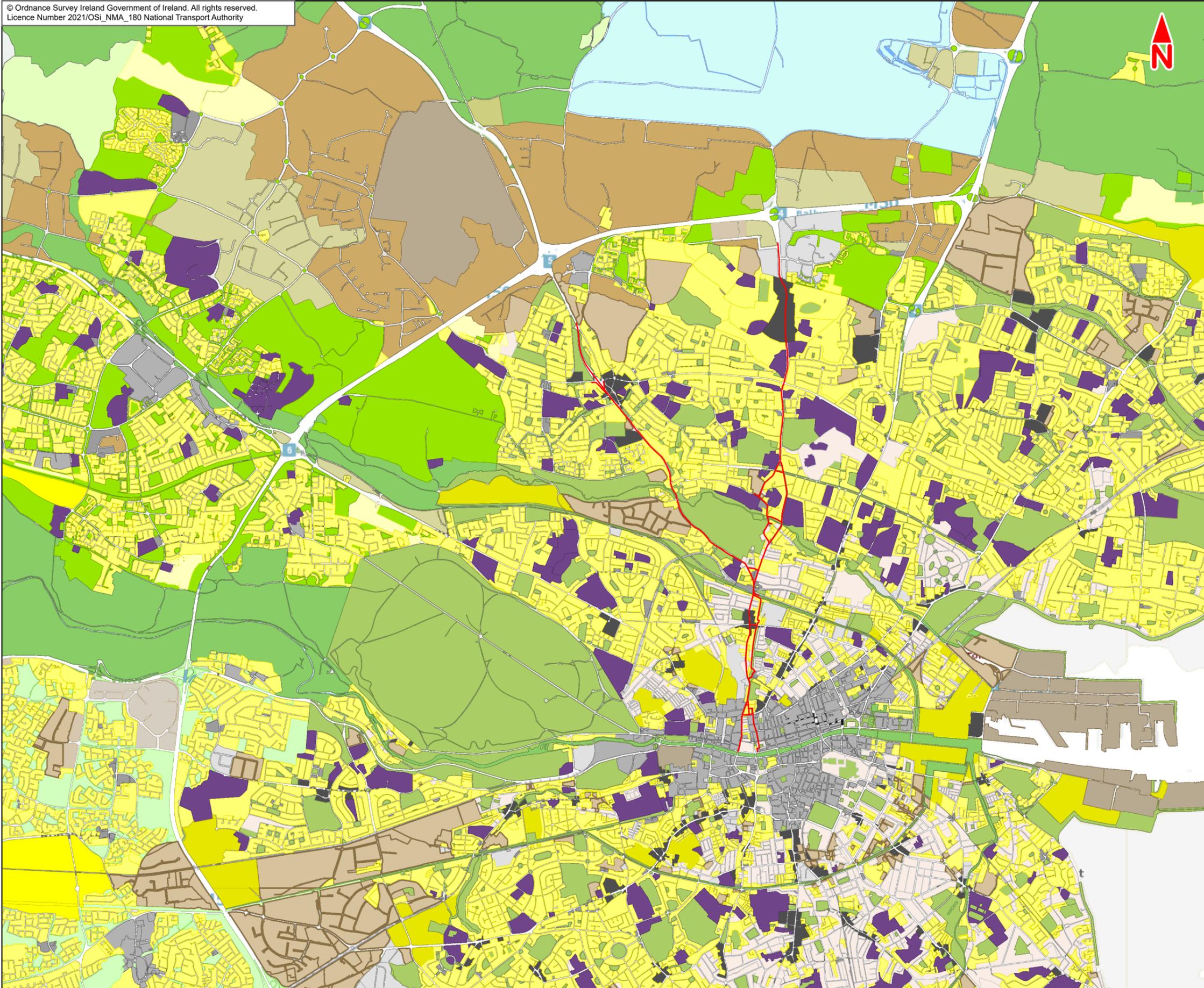
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Rev	Date	Drn	Chk'd	App'd	Description
M01	Jul 2022	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 07/07/2022	Scale @ A3 1:50 000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1A Ballymun/Finglas Scheme Extent				
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0001	Sheet Number 1 of 1	Status A	Rev M01	



Legend :
— Ballymun/Finglas to City Centre Core Bus Corridor Scheme

- C1.1 - Commercial, retail
- C1.2 - Retail warehouse
- C2.1 - Industrial, enterprise, employment
- C2.2 - General industry
- C3 - Office, business/technology park
- C4 - Warehouse (excl. retail warehouse)
- C5 - Tourism and related
- C6 - Mixed/general commercial/industrial/enterprise
- C7 - Other commerce/industrial/enterprise uses
- G1 - Open space, park
- G2 - Walkway, cycleway, bridle path
- G3 - Conservation, amenity or buffer space
- G4 - Active open space
- G5 - Mixed/general 'green'/recreation/conservation
- M1 - Mixed Use, general dev, proposal
- M2 - City/Town/Village Centre, central
- M3 - District, neighbourhood centre
- M4 - Built up area
- M5 - Other mix of uses
- N1.1 - Road Transport
- N1.2 - Rail
- N1.3 - Airport
- N1.4 - Seaport/Harbour
- N1.5 - Mixed/general transport uses
- N1.6 - Other transport/general uses
- N2.1 - Water
- N2.2 - Wastewater
- N2.3 - Mixed/general water/wastewater uses
- N2.4 - Other water/waste water uses
- N3.1 - Gas
- N3.2 - Electricity
- N3.4 - Other gas and electricity uses
- N4 - Telecommunications
- N5 - Solid waste
- N6 - Other networks and basic infra/util
- O1 - Strategic reserve, White land
- O2 - General
- P1 - Agriculture
- P2 - Forestry
- P3 - Aquaculture and Fishing
- P4 - Quarrying/mining
- P5 - Mixed/general primary sector uses including rural
- P6 - Other primary sector uses
- R1 - New/proposed residential
- R2 - Existing residential
- R3 - Residential, mixed residential and other uses
- R4 - Strategic Residential Reserve
- S1 - Education
- S2 - Health and related
- S3 - Community facilities
- S4 - General public administration
- S5 - Mixed/general community services/facilities
- S6 - Other community services/facilities uses



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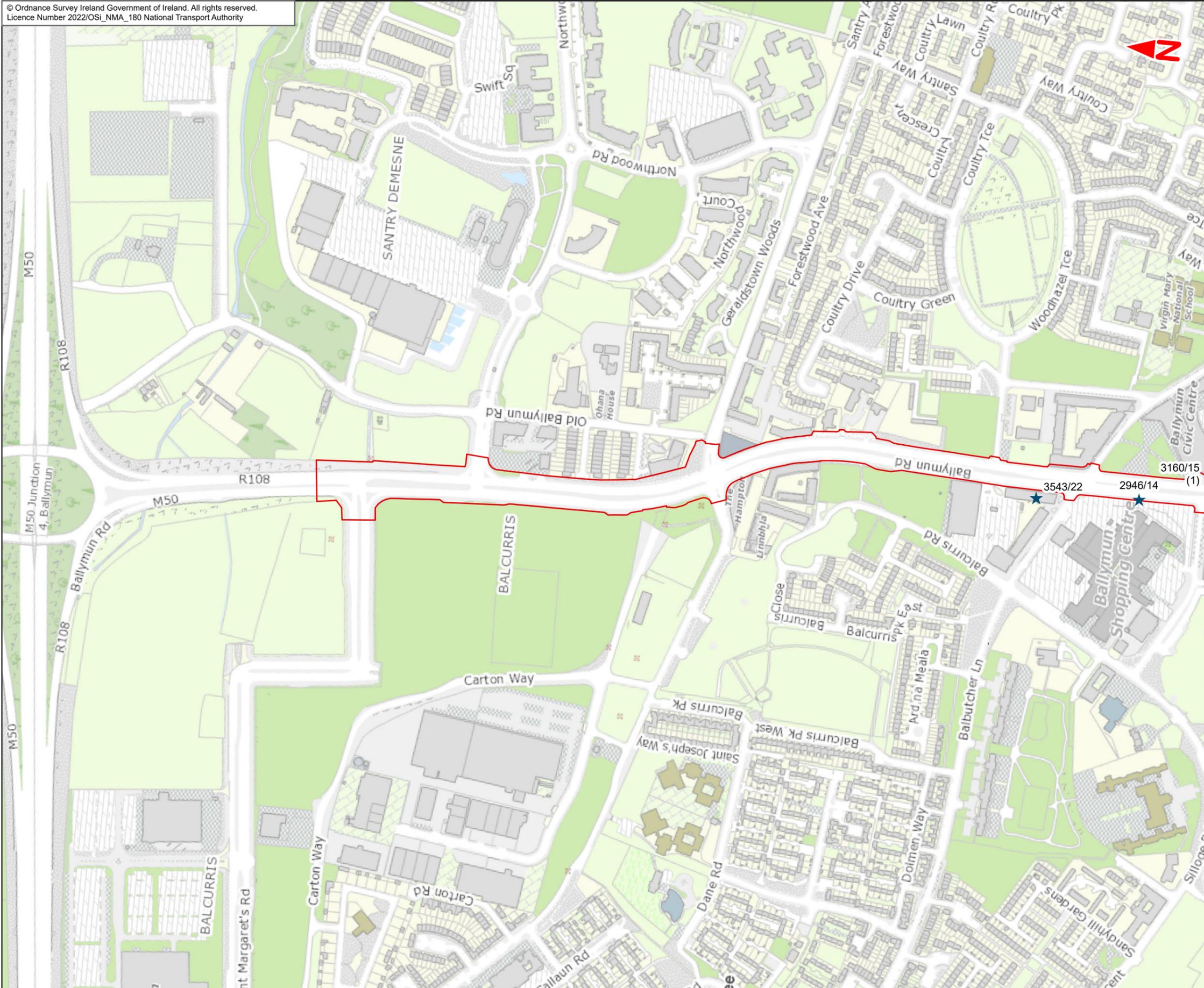
Client: **NTA**
Udarás Náisiúnta Iompair
National Transport Authority

Consultant: **JACOBS ARUP SYSTRA**

Date: 07/07/2022 | Scale @ A3: 1:50 000 | Drawn: LF | Checked: RMcd | Approved: DK

Project Code: BCIDE | Originator Code: JAC | QMS Code:

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1B Ballymun/Finglas Zoning Map			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0002	Sheet Number: 1 of 1	Status: A	Rev: M01



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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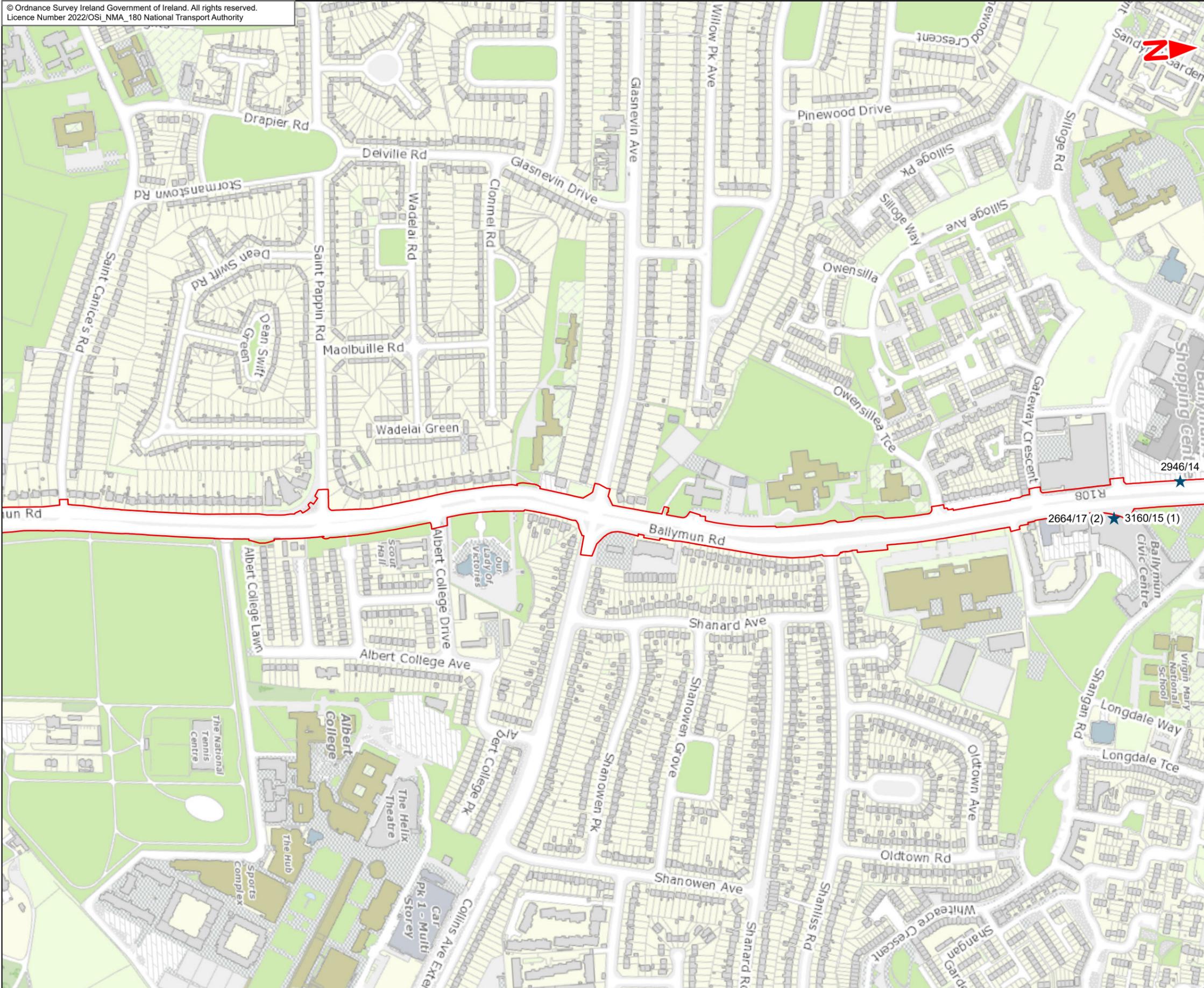


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Client
NTA
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 National Transport Authority

Consultant
JACOBS
ARUP SYSTRA

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1C Relevant Planning Applications				
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code	Sheet Number 1 of 8	Status A
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0101	Rev M01			



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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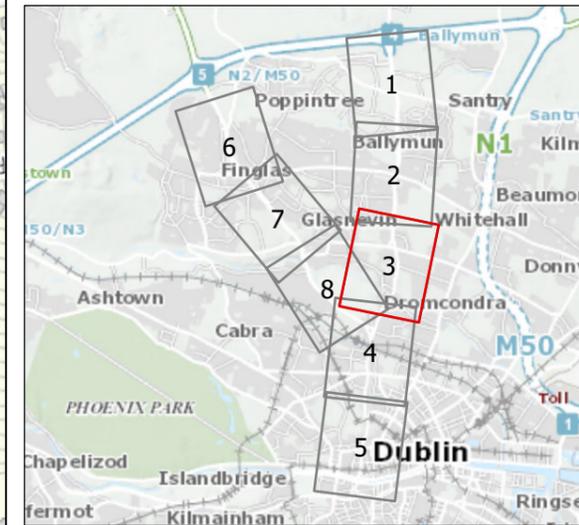
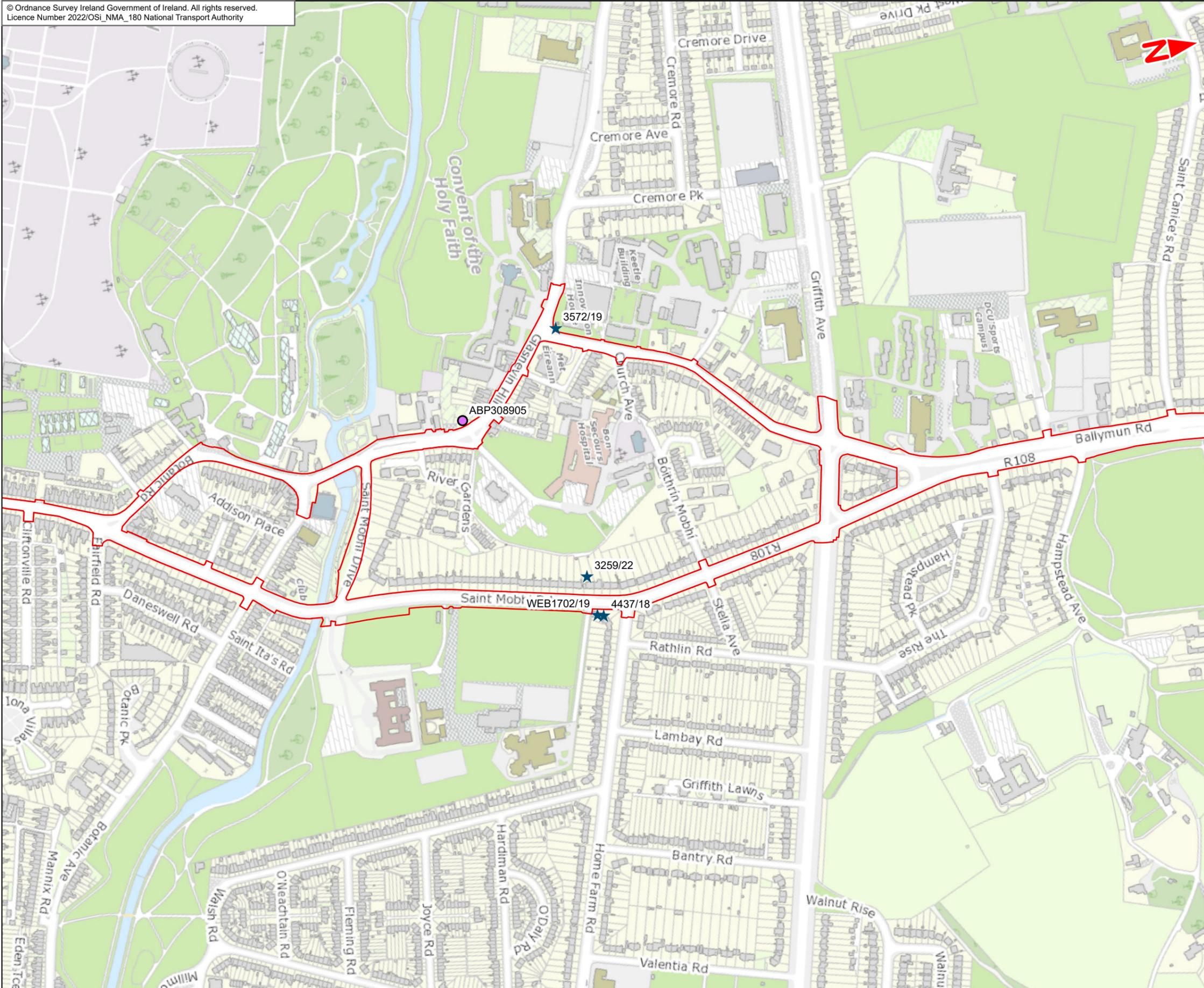
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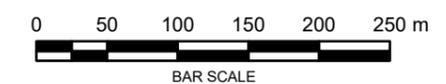
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1D Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0102	Sheet Number 2 of 8	Status A	Rev M01	



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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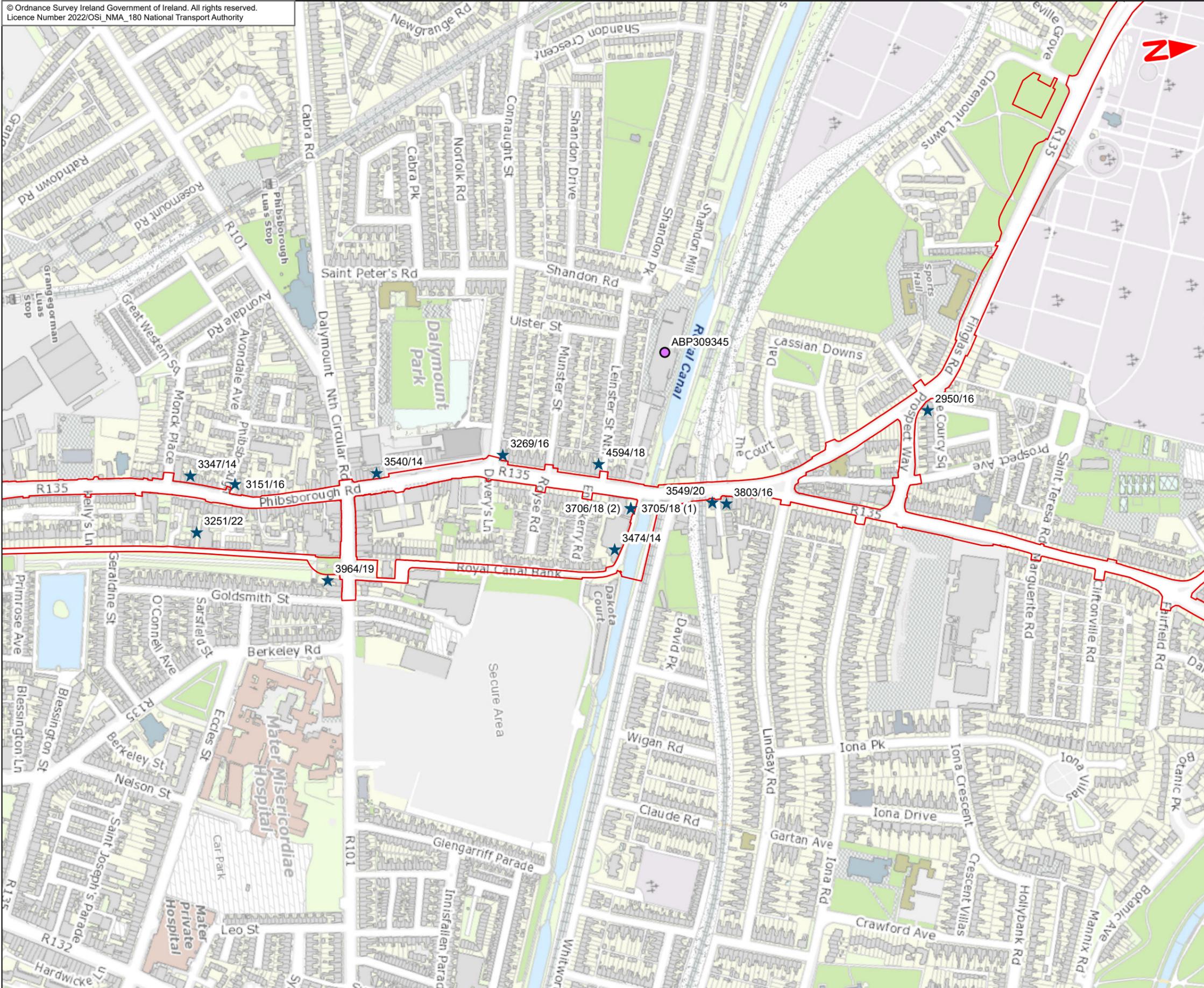


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Client
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Consultant
JACOBS
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Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1E Relevant Planning Applications				
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code	Sheet Number 3 of 8	Status A
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0103	Rev M01			



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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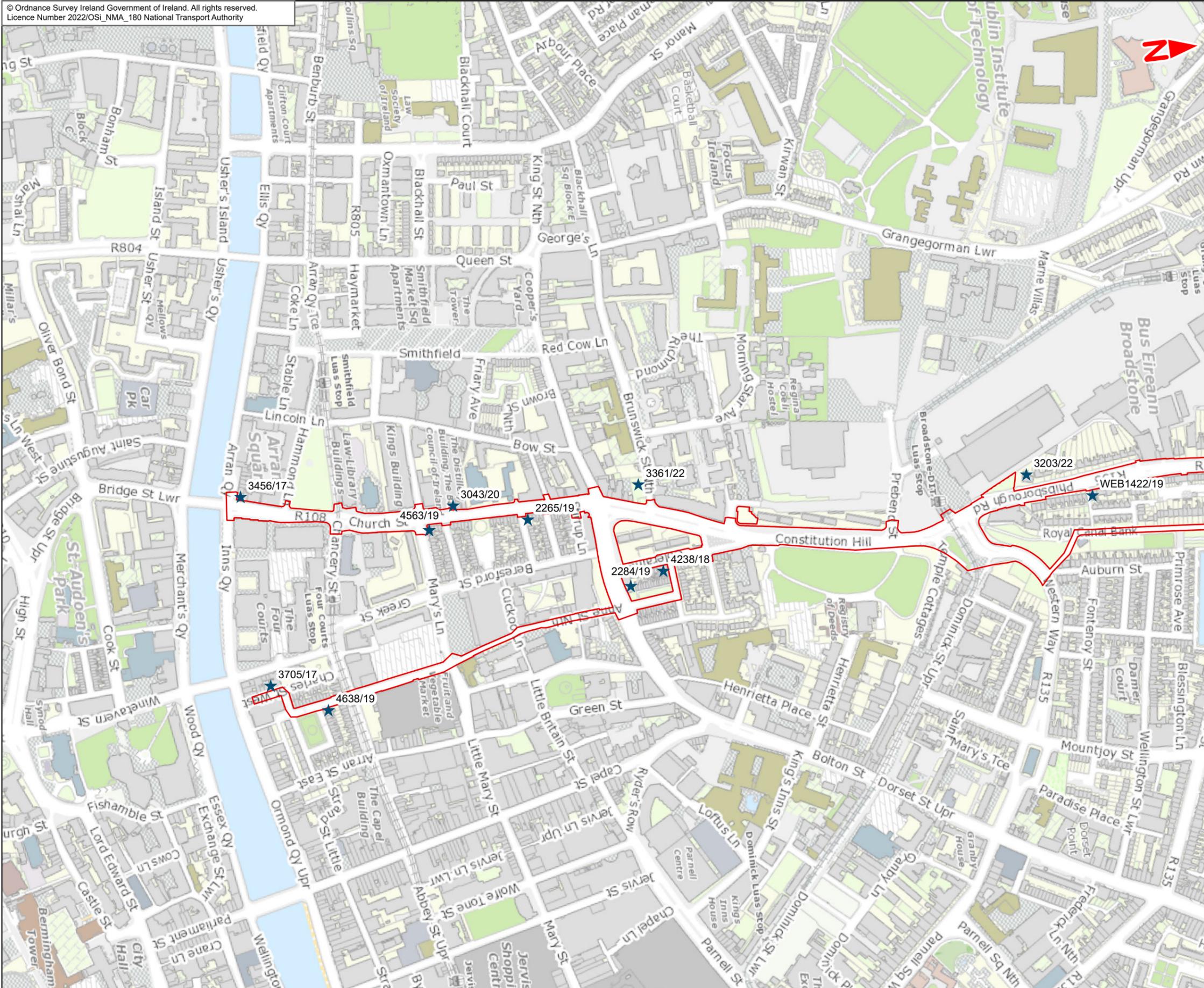
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Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1F Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0104	Sheet Number 4 of 8	Status A	Rev M01	



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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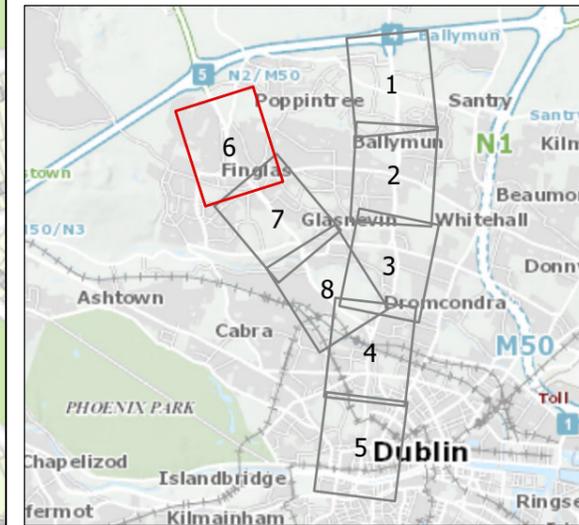
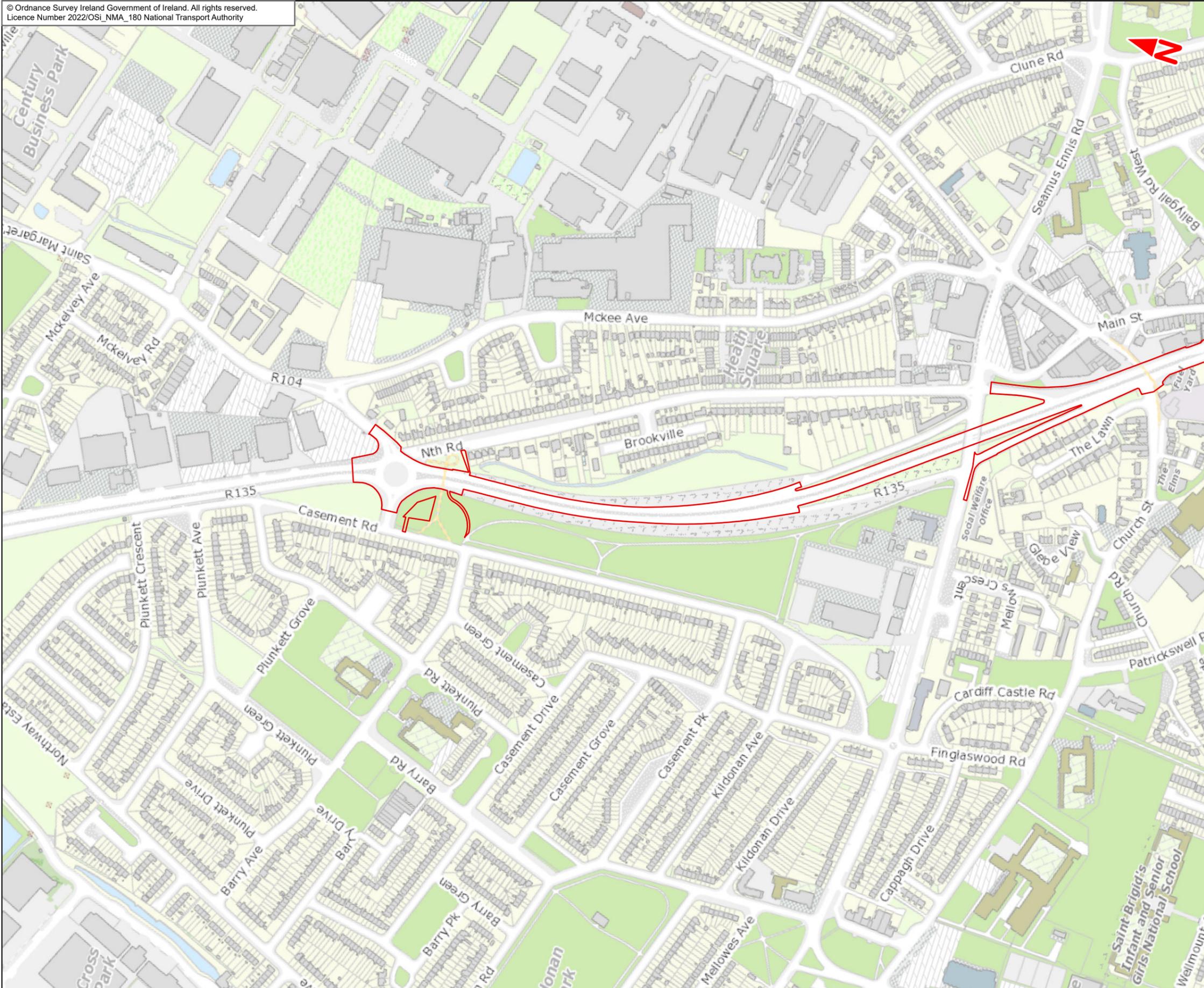
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Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1G Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0105	Sheet Number 5 of 8	Status A	Rev M01	



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
 - Application of note

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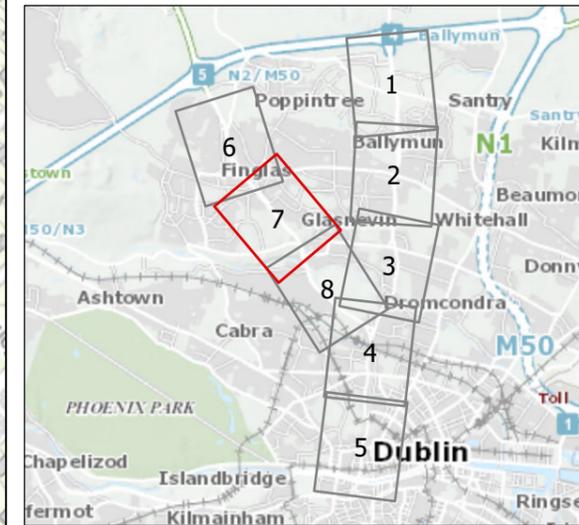
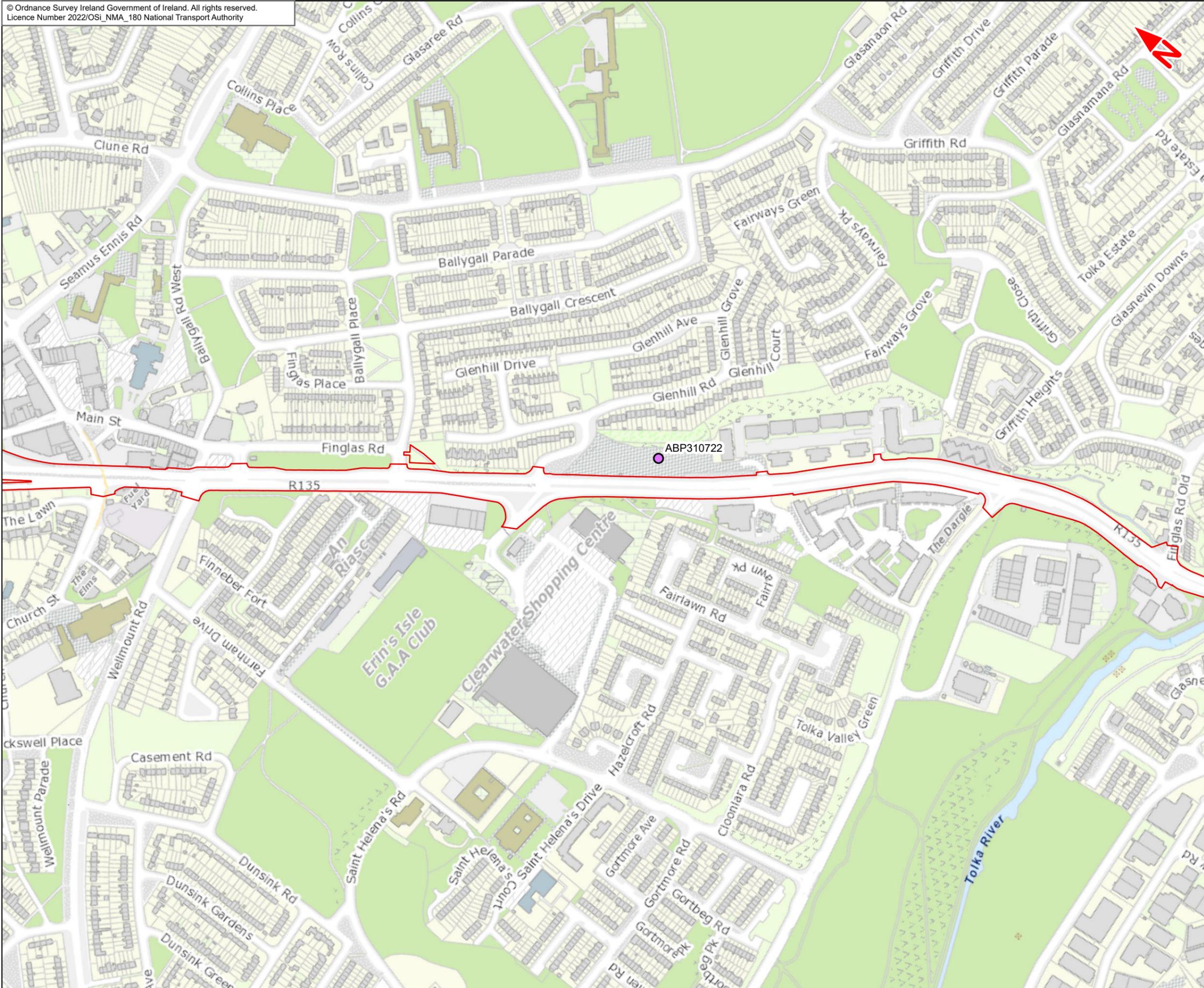
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Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1H Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0106	Sheet Number 6 of 8	Status A	Rev M01	



- Legend**
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
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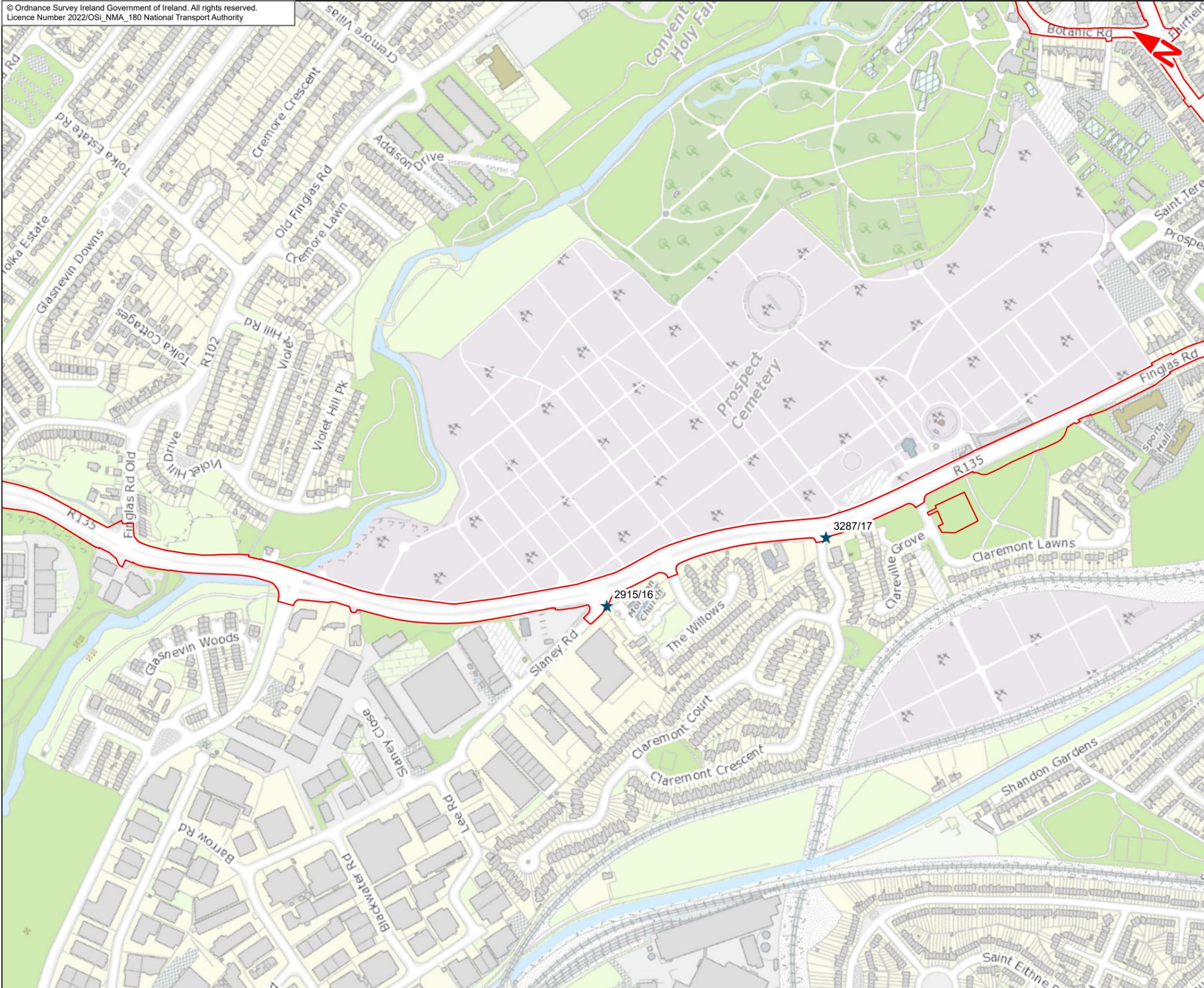


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Client
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National Transport Authority

Consultant
JACOBS ARUP SYSTRA

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme 11 Relevant Planning Applications				
Date 24/08/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		
Drawing File Name BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0107	Sheet Number 7 of 8	Status A	Rev M01	



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- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application
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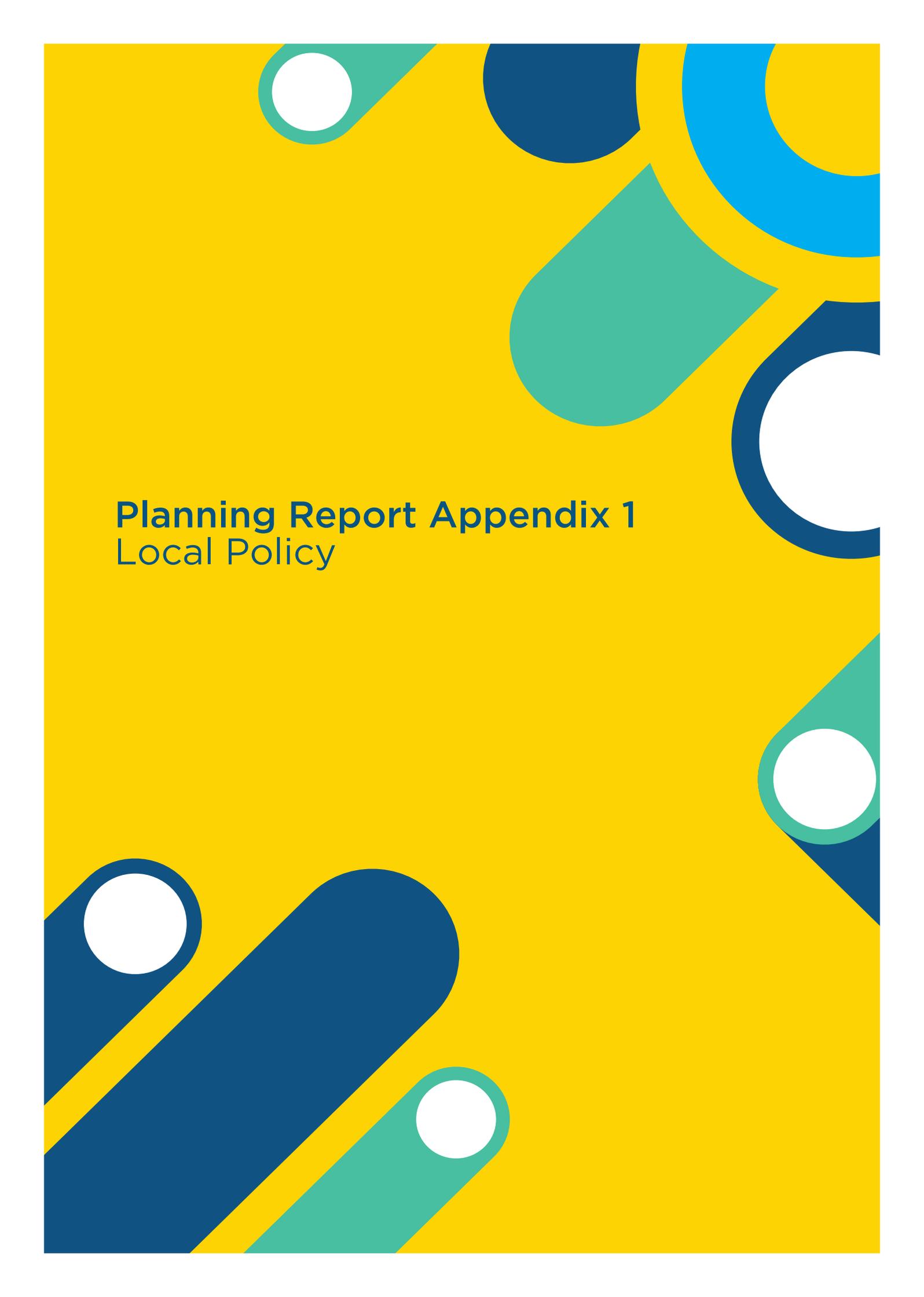
Project Code: BCIDE | Originator Code: JAC

Drawn: LF | Checked: RMcD | Approved: DK

QMS Code: _____

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Ballymun/Finglas to City Centre Core Bus Corridor Scheme 1J Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0304_XX_00-DR-GG-0108	Sheet Number: 8 of 8	Status: A	Rev: M01



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

Planning Report Appendix 1

Local Policy

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Appendix 1: Local Policy

1. Fingal County Council (FCC)

1.1 FCC Development Plan Policies and Objectives

Table 1.1: FCC 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 benefit of segregated cycling facilities along the Proposed Scheme 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

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				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 SS15	<i>'Strengthen and consolidate existing urban areas adjoining Dublin City through infill and appropriate brownfield redevelopment in order to maximise the efficient use of existing infrastructure and services.'</i>	The Proposed Scheme will facilitate sustainable growth and consolidation of urban areas along the corridor by delivering the transport infrastructure necessary to provide a high quality and more efficient and reliable public transport network.. The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.
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 benefit of segregated cycling facilities. These high-quality cycle tracks will be typically 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys.</p> <p>The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.</p>
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>	<p>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.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT02	<i>'Support the recommendations of the National Transport Authority's Transport Strategy for the Greater</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			<i>Dublin Area 2016-2035 to facilitate the future sustainable growth of Fingal.'</i>	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>	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. 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 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>	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

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				<p>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 & 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.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT19	<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>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 & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.1	Movement and Infrastructure	Objective MT22	<i>'Improve pedestrian and cycle connectivity to stations and other public transport interchanges'</i>	<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</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				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.
7.1	Movement and Infrastructure	Objective MT28	<i>'Facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County'</i>	The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The 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. 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 DA23	<i>'Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.'</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate the sustainable transport options for onward journeys to Dublin Airport. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.3	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>	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 6 (Traffic & Transport) and Chapter 4 (Proposed

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				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 tranquillity.'</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 NH37	<i>'Ensure that new development meets high standards of siting and design.'</i>	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. Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
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>	The Proposed Scheme aligns with the policy as it was designed to reflect the local character, setting and context in order to make minimal or seamless interventions in local settings. In particular, the memorials at Hart's Corner, the cable marker and the memorial plaque will be protected from any adverse impacts during construction works and, if necessary for their protection, they will be removed under archaeological supervision and stored at a secure location approved by the statutory authorities. This work will be undertaken in accordance with a method statement in consultation with the NTA and the relevant statutory authorities. They will be returned to their current settings and as close as possible to their current locations following completion of the construction works.

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 16 Architectural Heritage in Volume 2 of the EIAR for further details.
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 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>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 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	<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>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	<i>'Prevent the demolition or inappropriate alteration of Protected Structures.'</i>	<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>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
10	Cultural Heritage	Objective CH27	<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>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) & Visual Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>

1.2 Zoning Objectives

Table 1.2: Fingal County Council Zoning Objectives (FCC 2017)

Zoning Objective	Objective	Summary Descriptive Text
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>	<i>'Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings.'</i>
ME – Metro Economic	<i>'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 Metro Economic Corridor'</i>	<i>'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.'</i>

2. Dublin City Council

2.1 Dublin City Council (DCC) 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

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				<p>short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & 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 & 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 –	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</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
	Integrated Land-use and Transportation		<ul style="list-style-type: none"> • <i>The National Spatial Strategy / National Planning Framework;</i> • <i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i> • <i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i> • <i>Regional Planning Guidelines for the Greater Dublin Area;</i> • <i>Design Manual for Urban Roads and Streets (DMURS); and</i> • <i>National Cycling Policy Framework and National Cycle Manual.</i> <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>and Transport) of the Proposed 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 & 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 & 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 & 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 & 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 & 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 Éireann, 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 & 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 & 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 & 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	GIO4	<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 & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.7	Trees	GIO25	<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	GIO28	<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) & 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"> • Preservation by record (archaeological excavation); • Preservation in situ; • Preservation by design; and • Archaeological monitoring. <p>Refer to Chapter 15 (Archaeological & 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. <i>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.</i></p> <p>8. <i>To promote archaeological best practice in Dublin city.'</i></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><i>'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.'</i></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><i>'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.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & 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>	<p>The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered.</p> <p>Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

2.2 Zoning Objectives

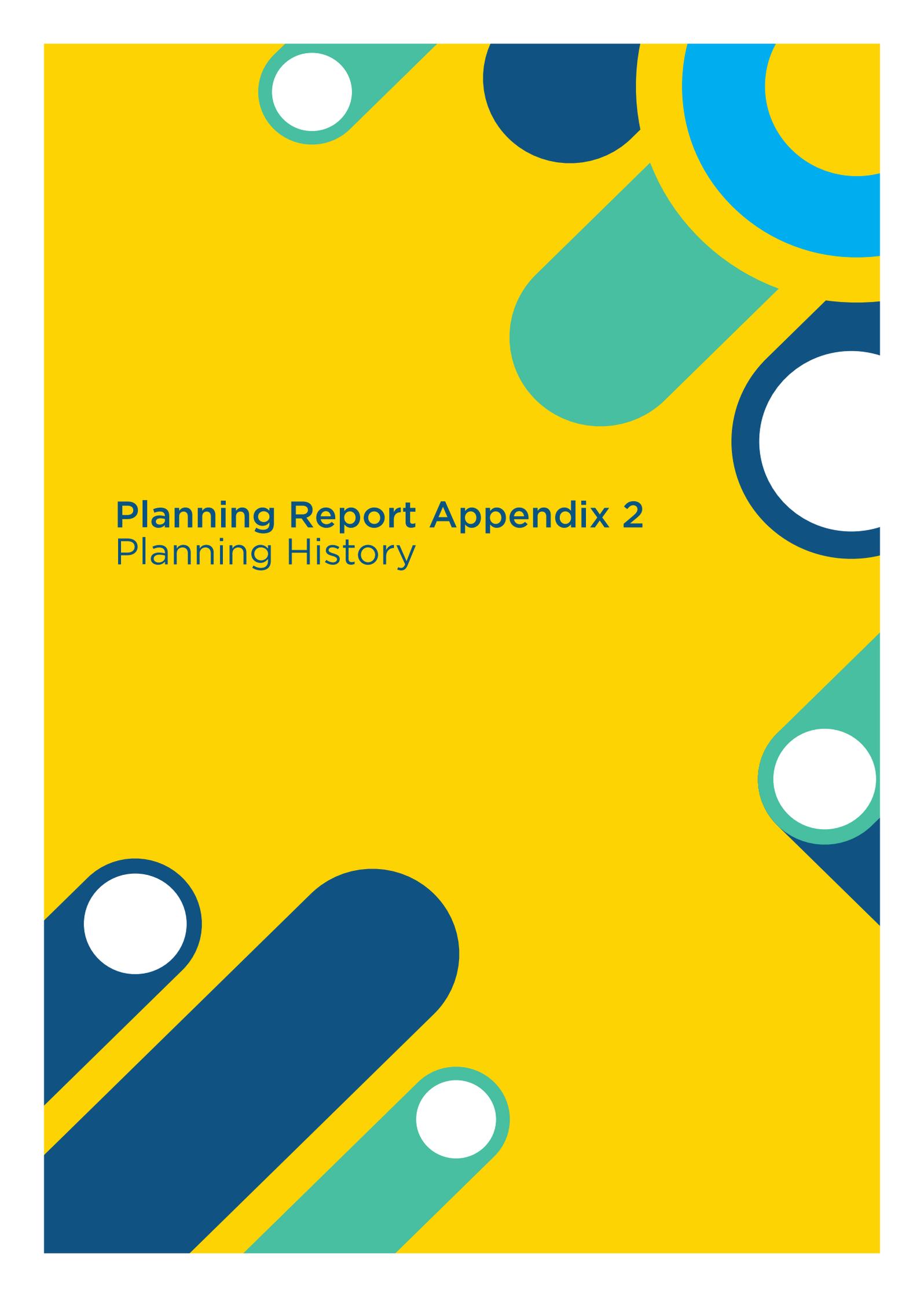
Table 2.2: DCC Zoning Objectives (DCC 2016)

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>'Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where necessary. These are areas that provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood.'</i>
Z4 – District Centres (incorporating Key District Centres)	<i>'To provide for and improve mixed-services facilities.'</i>	<i>'Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.'</i>
Z5 – City Centre	<i>'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'</i>	<i>'The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.'</i>
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. The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access.'</i>
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. In certain specific circumstances some limited degree of (residential/retail) development may be permitted on a once-off basis and subject to the primary use of the site being retained for sporting or amenity uses.'</i>
Z15 – Institutional and Community	<i>'To protect and provide for institutional and community uses.'</i>	<i>'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>

3. References

Fingal County Council Development Plan 2017 – 2023 (2017) Available from https://www.fingal.ie/sites/default/files/2019-03/Fingal%20Development%20Plan%202017-2023%20-%20Written%20Statement_compressed_compressed.pdf

Dublin City Development Plan 2016-2022 (DCC 2016) – Available from <https://www.dublincity.ie/dublin-city-development-plan-2016-2022>

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular forms, some of which are layered or overlapping. The shapes are scattered across the page, creating a modern and dynamic visual effect.

Planning Report Appendix 2

Planning History

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Appendix 2: Planning History

1.1 Introduction

The following Section provides an overview of planning applications for the period 2010 to 2020, within the red line boundary of the Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). The information was gathered using the Dublin City Council (DCC) and Fingal County Council (FCC) online planning history search tools and whilst it does provide a good indication of the recent planning history within the red line boundary of the Proposed Scheme it cannot be guaranteed that every application has been captured as part of this process.

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

The types of developments that have been identified as part of this process are typically minor in nature and include house / office extensions and changes of use. The Proposed Scheme is within the functional area of FCC for approx. 70m, no applications were found within in this section of the scheme.

1.1.1 Planning Applications of Note

There are five applications of note that are located adjacent to the Proposed Scheme.

- An application for Planning Permission and Retention for development at Phibsborough Shopping Centre. The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Shopping Centre. The development consists of new retail / restaurant, office units, student accommodation and a new civic plaza. (ABP planning reference 300241) was granted in 2018.
- An Application for Strategic Housing Development and alterations to previously permitted application (300241). (ABP planning reference 308875) was granted in 2021.
- An Application for Strategic Housing Development and Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill. (ABP planning reference 308905) was granted in 2021.
- An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. (ABP planning reference 309345) was granted in 2021.
- An application for Strategic Housing Development on Finglas Road. (ABP planning reference 310722) was granted in 2021.

Volume 2 of the EIAR assesses all plans and projects including any relevant planning applications to have potential for significant cumulative impacts.

2. Planning History

Table 2.1: Extant Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3070/13	For change of use from office accommodation to one single domestic dwelling house.	09/08/2013	03/10/2013	N/A	Granted
3123/13	For the replacement of existing shop front to traditional shop front with overhead lighting.	21/08/2013	11/10/2013	N/A	Granted
2074/14	For change of use from office use to gym/recreational use with minor internal alterations.	20/01/2014	28/05/2014	Yes	Granted
2946/14	Permission for the erection of a stainless steel and glass bus shelter 5.3m x 1.9m x 2.5m high with 2 no. internally illuminated advertising panels each of 2 sq.metre area.	26/06/2014	19/08/2014	N/A	Granted
3347/14	Proposed removal of existing ground floor retail unit & partial demolition of single-storey rear extension. Proposed alteration to existing first floor layout, proposed alteration to front facade & construction of second floor with roof terrace to front.	05/09/2014	24/10/2014	N/A	Granted
3474/14	RETENTION: (a) Planning permission for retention of continued use as Gymnasium-Fitness Centre and external signage & (b) Planning permission for alterations to facades and internal layout.	03/10/2014	27/11/2014	N/A	Granted
3540/14	External advertising signage on gable wall.	16/10/2014	27/11/2014	N/A	Granted
3160/15	Planning permission for a) Change of use from "Office Use" to "Class 2 - Financial Use", b) Minor Elevation alterations to form new entrance, signage, and c) New external ramp and steps.	07/07/2015	24/08/2015	N/A	Granted
2915/16	A safety enhancement to the existing gas mains network comprising a District Regulating Installation (DRI) made up of a pressure relief unit housing (up to c.1.8 m in height) and associated vent stack (overall height up to 3.5 m to tip of vent flue), and	20/05/2016	08/07/2016	N/A	Granted
2950/16	To conserve the front elevation of the house. Works to consist of raking out, and repointing of all joints, using lime mortar; where brick faces have spalled, refacing bricks, using brick repair mortar, to match original brick colour.	24/05/2016	11/07/2016	N/A	Granted
3151/16	Full Planning Permission for a change of use from an existing ground floor storage unit to 1 No. retail unit to include external signage, new foul, storm and water connections and all associated site works.	17/06/2016	11/08/2016	N/A	Granted
3269/16	Change of use from use as a shop to office use, internal alterations, removal of external advertising signs, replacement of windows and all ancillary works at Ground Floor.	04/07/2016	04/10/2016	N/A	Granted
3803/16	Planning permission is sought for change of use from food takeaway to Takeaway/Restaurant.	27/09/2016	21/11/2016	N/A	Granted
2664/17	Replacement of existing permitted signage with new corporate signage all at AIB Bank, Unit EF Ballymun Civic Centre, Ballymun, Dublin 11.	10/04/2017	02/06/2017	N/A	Granted
3287/17	Planning permission for development consisting of a safety enhancement to the	30/06/2017	24/08/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	gas network comprising of a free standing vent stack (overall height up to 3.5m to tip of vent stack) to an existing and associated underground district regulating installation.				
3456/17	PROTECTED STRUCTURE: Planning permission for the following: 1) Change of use of the ground floor from a 'public house' to 'coffee shop' use, 2) Internal non-structural alterations to include new fit-out, installation of disabled WC & unisex WC.	19/07/2017	02/11/2017	N/A	Granted
3705/17	The development will consist of: 1. Provision of new landscaped roof garden to existing flat roof three storey terrace dwelling 2. Construction at roof level of new stairwell and plant room (10m ²), 3. Alterations to front facade including; new door	24/08/2017	10/10/2017	N/A	Granted
3705/18	Permission for the demolition of the existing structures including 2no. 2 storey derelict houses accessed off Phibsborough Road a single storey garage accessed off Royal Canal Bank & boundary walls/fences to Phibsborough Road & Royal Canal Bank.	10/08/2018	04/10/2018	N/A	Granted
4238/18	The development will consist of the demolition of two single storey structures, restoration and repair of the existing building and the addition of two single storey extensions containing shower and WC facilities at the rear.	24/10/2018	06/02/2019	N/A	Granted
4437/18	Planning Permission is sought for the construction of one detached two storey house with altered and additional vehicular access to side of 180 Home Farm Road, Dublin 9 D09 F9T1.	20/11/2018	24/04/2019	N/A	Granted
4594/18	Planning permission sought for change of use of existing single storey store to new 1 bedroom apartment with new patio; new first floor pitched roof extension for use as 1 bedroom apartment with new patio & 2 no. new velux rooflights to rear of new roof.	11/12/2018	12/06/2019	N/A	Granted
2265/19	The development shall consist of two storey extension to rear of dwelling, internal alterations and new side gate from Church Terrace.	13/02/2019	09/04/2019	N/A	Granted
2284/19	Planning permission for development at 26-30 North King Street (formerly the Saints and Sinners public house), Dublin 7. The development will consist of the change of use of the ground floor and basement of the existing premises with a GFA of 598 sq.m.	15/02/2019	11/04/2019	N/A	Granted
WEB1422/19	Retention Permission to retain the single storey extension to rear and also Planning Permission for the construction of a part single storey, part 2 storey extension to the rear.	15/07/2019	06/09/2019	N/A	Granted
3572/19	Planning permission at DCU Alpha Innovation Campus, Old Finglas Road, Glasnevin, Dublin 11. The proposed development consists of removal of a 12.5m section of railing and planting at the corner of Old Finglas Road and Ballymun Road and construction of a new totem sign with internal illumination to lettering on top section, new railing, planting, gravel bed,	23/07/2019	16/09/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	kerbs, and all associated ancillary services and site works.				
3964/19	Planning permission for a development consisting of the demolition of the existing derelict structures on the site and the construction of a 2 to 4 storey over basement mixed-use building, accessed via a pedestrian entrance on the North Circular Road.	10/09/2019	10/03/2020	Yes	Granted
WEB1702/19	Planning permission is sought for alteration to previous permission 4437/18 consisting of side utility room extension, front first floor extension and alterations to roof to one detached two storey house to side of 180 Home Farm Road, Dublin 9. D09 F9T1	28/11/2019	29/01/2020	N/A	Granted
4563/19	The development will consist of the demolition of an existing shed to the rear of the existing dwelling, facing Mary's Lane and the construction of a 2 storey 34m2 rear extension.	28/11/2019	15/04/2020	N/A	Granted
4638/19	Planning permission for removal of existing small extension to rear of house, a new single storey extension to rear of house to incorporate screened terrace at first floor with access from rear bedroom.	06/12/2019	07/02/2020	N/A	Granted
4791/19	Construction of a mixed-use development of 9. No apartments comprising of 3 no. 2 bedroom and 6 no. 1 bedroom apartments , a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles – Granted on appeal.	20/12/2019	18/05/2021	Yes	Granted
3043/20	Permission for change of use from retail unit to office use together with replacement glazed screen onto Church Street at Former Dowlings Pharmacy, Distillery Building, 145-151 Church St., Dublin 7.	17/07/2020	10/09/2020	N/A	Granted
3549/20	Permission for change of use of retail at ground and office at first floor of two storey detached building to medical clinic at ground and part first, and two-bed apartment at first floor, alterations to elevations, new signage and associated site works.	13/10/2020	01/01/1970	N/A	Granted
2394/21	Permission to renovate and extend an existing two storey end of terrace house with a rear single storey extension & side single storey adjoining storeroom.	15/03/2021	07/05/2021	N/A	Granted
2683/21	Permission for development at a site (c.039Ha) at Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9. he development will consist of the construction of a 5 to 6 storey apartment building (total GFA c.5,330 sqm excluding car park), partially over basement, accommodating 52 no. residential units (13 no. 1-bed apartments, 9 no. 2-bed apartments, 17 no. 2-bed duplex apartments, 8 no. 3-bed apartments and 5 no. 3-bed duplex apartments)	28/04/2021	22/06/2021	N/A	ADDITIONAL INFORMATION
3203/22	PROTECTED STRUCTURE: The proposed development will consist of: The change of use of the existing property from hostel, residential and office to use as 'Bed and Breakfast' accommodation consisting of 13 no. guest rooms with ensuite, dining room, kitchen and staff facilities. The following works are proposed:	03 Feb 2022	30 Mar 2022	N/A	ADDITIONAL INFORMATION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	(i) Demolition of existing external staircase and single storey structure at ground floor level and the construction of a new single storey flat-roof structure to the rear featuring 3 no. rooflights; (ii) internal alterations at basement, ground, first and second floor levels comprising (a) replacement/relocation/reinstatement of doorways, window opes and wall partitions (b) extension of existing lightwell to front of building (c) replacement of kitchenette with ensuite partitions and (d) provision of new painted timber sash windows at existing opes to the front and rear of the building; (iii) provision of 2 no. carparking spaces at ground level to the front of the building and 6 no. bicycle parking spaces to the rear of the building; and (iv) all ancillary site and landscaping works necessary to facilitate the development.				
3251/22	Planning permission for development at 61 Royal Canal Bank, Phibsborough, Dublin 7, D07 FY58. The development will consist of the demolition of existing single storey sheds and the construction of a 4 storey apartment block consisting of 9no. apartments as follows; 2no. studio units, 2no. one bedroom units and 5 no. two bedroom units together with the provision of balconies to east & west elevations, shared amenity space, bin storage, 18 no. bicycle spaces at ground floor level to the rear and for all ancillary works necessary to complete the development.	10 Feb 2022	06 Apr 2022	N/A	ADDITIONAL INFORMATION
3259/22	Planning permission is sought for alterations/extensions to the existing two-storey semi-detached house comprising demolition of the existing shed, conversion of the garage to a multi-purpose room, construction of new single-storey mono-pitch roof extensions to the side and rear, with 1 no. rooflight to the side, first floor extension to south west corner, attic conversion with dormer window to the rear, 3 no. velux roof light to the front roof pitch and 1 no. velux roof light to the rear roof pitch, modification of the existing roof to accommodate extension at first floor, modification of the existing internal layouts and fenestration, and associated site development.	11 Feb 2022	07 Apr 2022	N/A	Granted
3361/22	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartment blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A. Block A at 8 storeys comprises retail (c.106.1m ²) a ground floor fronting both Church Street and Brunswick Street North, 28 no. residential units (15 no. 1 bed, 13 no. 2 bed) and a terrace at 7th floor (54.2m ²). Block B at 6 storeys comprises 17 residential units (7 no. 1 bed and 10 no. 2 bed) with bin store and bicycle storage at ground floor level. Block C at 3 to 4 storeys comprises 7 no. residential units (4 no. 1 bed and 3 no. 2 bed). Pedestrian access to residential units is from Brunswick Street North. Permission is sought for all associated site development works, an ESB substation at ground floor level onto Church Street Upper,	23 Feb 2022		N/A	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	landscaping/public realm works and 108 no. bicycle parking spaces.				
3543/22	The development will consist of the change of use from retail (class 1) to gymnasium (class 11), and erection of external signage above the entrance door.	16 Mar 2022		N/A	Pending

3. References

Dublin City Council (2021) Planning Application Search [Online] Available from <https://planning.agileapplications.ie/dublincity/search-applications/>